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WINSTON SPEECH DENOUNCED.

AROUSING PREJUDICES AGAINST RAJ.

PREMIER'S VIGOROUS REPLY IN SPEECH AT READING.

BLIND & STIFF-NECKED.

SEVERE condemnation of Mr. Winston Churchill's speech on India was the burden of a speech by Mr. Ramsay MacDonald, the Prime Minister, at Reading last night. He denounced the speech as showing neither wisdom nor discretion. It was mischievous from beginning to end.

It did not, added the Premier, contain a single constructive idea or proposal, it was expressive of nothing except the antiquated relationship between the Imperial Authority and the people who had come under its sway.

It was blind to every modern movement in politics and was stiff-necked regarding the handling of people whom we ourselves have enlightened in political affairs and aspirations.

How the Congress and the elements in India who wish the Round Table Conference to fail must have blessed Mr. Churchill for giving them an opportunity of rousing up prejudices in India against the British Raj. He thought, however, that "we have got such a good hold over Indian opinion that we can even allow Mr. Churchill to make such a speech, but if he will take my advice, he will not repeat it." *Reuter.*

TWO BIG TASKS COMPLETED.

London, Dec. 12.—The Burma Sub-Committee of the Indian Round Table Conference has approved the report drafted by its Chairman, Lord R. Cecil, which will be presented to the Plenary Session early next week, probably on Tuesday.

The report, set out in some 100 paragraphs, is the first recommendation of the Sub-Committee as to the Government to make a public announcement that the principle of separation is accepted, and that the prospects of a constitutional advance towards responsible Government held out to Burma as part of British India, will not be prejudiced by the separation.

In the second, the Sub-Committee expressed the opinion that the long-range interests of Indian and other Minorities must be safeguarded.

The third conclusion, deals with the necessity for a financial settlement between India and Burma. The questions are difficult and technical and should, in the Sub-Committee's view, be dealt with as recommended in Paragraph 93 of the Government of India's report. It is recommended that statements prepared by experts of both Governments should be laid before the standing Finance Committee of the Indian Legislative Assembly and the Burmese Legislative Council, and that representatives of these Committees be associated with the experts in the proceedings of the Arbitral Board.

Defence Question.

The fourth conclusion recognises the need for adequate arrangements regarding defence after separation, their nature to be determined in the light of expert military opinion.

The fifth conclusion, after noting arrangements for taking over the administration of central subjects, recommends the consideration of whether, subject to the consent of the Government of India and on terms to be arranged, Burma should continue to use certain of India's scientific services.

Criticism Foreseen.

The Sub-Committee are not dismayed by the criticism which may perhaps be made upon their conclusions, on the basis of the federation and others might be sounder. A new State is not born full-grown; it must contain within itself the capacity for growth. The attainment of full maturity must depend upon the efforts and devotion of the statesmen of India hereafter.

Federal Proposals.

At to-day's meeting of the Federal Sub-Committee, the Chairman's interim report on the first three of four heads of the subjects

FELIX VILLAS MURDER.

KNIFE ATTACK ON HOUSE-BOY.

AN ARREST MADE.

A brutal murder, in which the victim was the house-boy at No. 9, Felix Villas, Mount Davis Road, the residence of Mr. R. Ohl, local Agent of the Messageries Maritimes, was committed this morning. The house-boy's mother, who is reported and at a later of the motive was revenge for this man's dismissal and his substitution by the murdered man.

The incident occurred at about 10 p.m. when the victim was alone in the house. He was suddenly attacked by a man who came from the street, and was killed by a knife wound in the chest. The murderer was arrested at the scene.

The arrested man, who is a Chinese, was taken to the police station. He is being held on a charge of murder. The police are conducting a thorough investigation into the case.

The body of the murdered man was subsequently removed to the Mortuary, while the detective, armed with a description of the "wanted" man, made a search for the suspect. Later in the morning, at about 10 o'clock, they tracked down the man who was the murderer and he was arrested.

The police continued the search for the man who was the murderer. They were successful in finding him and he was arrested. He is being held on a charge of murder.

The name of the arrested man is given as Chin Suet-choi, aged 22, who is stated to have been formerly in the employ of Mr. Ohl but was later discharged.

SERIOUS RISING IN SPAIN.

TROOPS AND PLANES SENT TO JACA.

London, Dec. 12.—A rising in Spain is reported from Barcelona, in which the famous general, Manuel Franco, who recently escaped from prison where he was sent for revolutionary activities, is said to be concerned.

A revolt of the civilians and soldiers has also occurred at Jaca. The Government has sent troops and planes to the scene to suppress the rebellion.

JAPANESE ARMY APPOINTMENTS.

NEW C.I.C. CHOSEN FOR KOREA.

Tokyo, Dec. 13.—The Emperor has sanctioned the appointment of Lieut.-Gen. Senjuro Hayashi, Commander of the Guards Division, as Commander-in-Chief in Korea, in succession to General Hiro Mihami.

COOLER WEATHER.

The local weather-forecast till noon to-morrow is:—N.E. winds, strong; fine to cloudy; becoming cooler.

LATEST WOULD-BE PREMIER.

M. STEEG TO ATTEMPT TO FORM CABINET.

FRENCH PROBLEMS.

Paris, Dec. 12.—M. Theodor Steeg, the Radical Socialist, has accepted the invitation of President Doumergue to undertake the task since the resignation of the Tardieu Ministry.

The late potential Premier is a son of the former Deputy, M. Steeg, and was born at Douai in 1868. In 1902, he was elected to the Chamber of Deputies and became a member of the Radical Socialist group.

He is a lawyer and philosopher, and was at one time a member of the Chamber of Deputies. He is now a member of the Senate.

MORE AMERICAN BANK FAILURES.

VICE-PRESIDENT OF ONE COMMITS SUICIDE.

RUNS AWAY OVER U.S.A.

New York, Dec. 12.—Depositor are growing panicky as a result of recent bank failures, and following "run" more closings are reported from all over the country, including the failure of the Farmers and Merchants Bank at Tyrone (Penn.), the Christopher (Ill.) State Bank, and the West Asheville (North Carolina) Bank, which has suspended withdrawal for a month.

Mr. William C. Willard, the Vice-President of the Hunt National Bank, and the Vice-President of the Columbia Trust Bank, has committed suicide. *Reuter.*

SUGAR RESTRICTION DIFFICULTIES.

EUROPEAN DELEGATES MAKE "POOR" OFFER.

Brussels, Dec. 13.—Fixing quotas for the restriction of sugar output for the forthcoming year by international conference is still held up by the difficulties in regard to the European quota.

The European delegates have worked out the figure of 1,508,000 tons as their export quota, compared with the 1,228,000 tons requested by the Java, Cuba and American representatives.

The figures exceeds that of last year's total and the Europeans are now seeking to work out a fresh offer. *Reuter.*

BRITAIN'S BIGGEST SUBMARINES.

FOUR LEAVE PORTSMOUTH FOR HONGKONG.

London, Dec. 12.—Four of Britain's largest submarines, the Porpoise, the Pandora, the Poseidon and the Proteus, left Portsmouth for Hongkong to-day. They will form a new flotilla on the China Station, replacing the "L" Class vessels. *Reuter.*

MURDER PLOT AGAINST CHIANG KAI-SHEK.

HANKOW OFFICIAL DISCLOSURES.

FORGED TICKETS FOR THE MEETING OF WELCOME.

Hankow, Dec. 12.—It is now certain that a remarkably well organized coup has been nipped in the bud by the sensational unearthing of the plot to assassinate Marshal Chiang Kai-shek on his arrival in Hankow.

Official disclosures made to-day following the execution of twenty of the conspirators, reveal that the President, together with prominent Hankow government officials, has had a very narrow escape.

The nature of the plans were revealed in the course of early investigations. Two days ago, when police and garrison intelligence agents seized a large quantity of Communist documents, including three hundred forged tickets, purporting to grant entrance to the public meeting which has been organized to express the City's welcome to the President of the Nationalist Government.

A large quantity of arms and ammunition, consisting chiefly of revolvers, but including a number of bombs, have also been found in sufficient numbers to equip a murder squad of four or five hundred, which apparently was in contemplation.

THE RED PLANS.

As far as can be ascertained by the evidence of the tickets themselves and the statements of the men arrested, the Communists planned to pick the public meeting with Red revolutionaries, heavily armed. A demonstration was to have been staged and attacks on Marshal Chiang Kai-shek and leading officials, on the platform, who would have been exposed to a fire from dozens of revolvers, would have been carried out in the confusion.

Uprising Map.

Another startling discovery was a plan showing all positions of Chinese garrison troops and police stations, and specifically marking certain parts of the city as strategic points for a Red uprising. It is believed that the murder of the President, had it been possible, would have been followed by a serious outbreak.

Twenty Executions.

Since information first reached the authorities of the projected murder plot, through "reformed" Communists, an attempt has been made to effect a clean-up of the city. Rats have been carried out everywhere and over a hundred suspects have been taken into custody. Twenty of them have been tried, found guilty, and executed, and the trials of the remainder are pending.

It is feared that a large number of extremists are still at large in the city and the Hankow authorities are not relaxing their vigilance until the official visit is over.

FRENCH FLEETS OVERSEAS.

NEW SUBMARINES FOR THE FAR EAST.

Paris, Dec. 4.—M. Dumesnil, Minister of Marine, has decided on the disposition of the French Fleets for 1931 in overseas waters. The Fleets in the Atlantic, in the Levant Sea, in the Pacific and at Madagascar will remain as at present, unchanged in principle. The new submarines based at Saigon will proceed to their destination in the course of the year. *Indopac.*

Bulls and Inners

From the Office Butts.

Our readers will be glad to hear that there's one place in Hongkong where you can get a ls. 6d. lions of parts seem not to care for the Treasury, provided what they do with their time, you're a Civil Servant.

Judgment and skill are necessary on the golf course—plus, of course, a little bit of luck. "What's a mere dollar nowadays?" asks a reader. Still a hundred cents. When you come to think of it, a Rotarian is not unlike a Guy Fawkes. They are both animated by the spirit of uplift.

With reference to the man charged with beating his wife in the street, the latest theory is that he was simply showing off. One way to get even with the beastly Bolsheviks would be to depress the caviar market. Talking about the dollar, always remember, there is not enough darkness in the world to extinguish the light of one small candle.

What about applying the muzzling order to our amateur experts on the silver problem? "Runaway on Golf Links," says a Singapore newspaper. A "bunker" in fact. One way of being left in the cold is to get a hot tip from Lee House Street. Writing lessons can now be secured by post at Home. The Mailed Fist! *Reuter.*

It was just yesterday. That the people "in the know" makes \$100 do the work of \$150. Said our trade depended on her when she can afford only \$50. That exports sure would rise and records touch the skies. Even though we paid a bit more for our collars! The rate might look appalling, but 'twas best it kept on falling. For that was just the way to all each purse. But now it's nearly zero. We're looking for the hero. Who really thinks conditions might be worse. Assume that by next autumn, your dollars (if you've bought 'em) could be purchased at so many for a penny! Will some banking genius stand still say it's good for trade. Though of exports even now, we've scarcely any. But when we have no cash, at the dollar's final crash, shall we beguile our fate, and have blue fits? Not on your blinking life. We'll forget this awful strife, and go the once, by merely signing chits!

We met a man the other day who said prosperity was just around the corner. That would be all right if Hongkong didn't appear at the moment to be a cul-de-sac. Aeroplanes can now be bought in England on the instalment plan. So much down, and up you go! Proverb for Christmas:—Light not the gift smoke in the house. "Appropriate Gifts for Christmas," says an advertisement. In that's what the burglars would like to do.

Auntie Cyclone says she's in favour of scientists harnessing the atom if it increases business for leather merchants. Talking of concord, Christmas crackers make people pull together. Pity one of these Art Club Bon. We hope the fans will not enthusiasts didn't give us a be suckers. Futuristic picture of the Hongkong dollar. Four Swedish soldiers reddened chin to save an argument when the King dropped in on them while they played bridge. The only thing sadder than a donkey tip is the scale.

Some churchmen are questioning the net of the late French poet who preached his own eulogy from a phonograph record. There are, of course, two sides to the question. Two American prizefighters are named Kid Chocolate and Kid Bon. We hope the fans will not know I'm in—but I'll ante-another while they played bridge. The only thing sadder than a donkey tip is the scale.

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THE WAYS OF BIRDS.

AN INSTRUCTIVE LANTERN
LECTURE AT KOWLOON.

"Bird hunting with a camera" was the subject of an interesting lantern lecture given by the Rev. E. A. Armstrong at St. Andrew's Church hall, Kowloon, last night, to a fairly large gathering.

The lecturer described the mode of living and habitat of a number of birds in the British Isles, and these he illustrated with a large number of coloured slides, which were interesting as well as in-structive. Some people, he said, thought that bird photography required a lot of patience, but he could only say that it was intensely interesting. He compared it to fishing, because it was not only the photographs which one got, but it also took one to delightful places where there were the proper sur-roundings for photographing birds in their homes.

In the course of the lecture Mr. Armstrong referred to various birds, including the thrushes, blue-tits, swallows, swallows, and the Braganza duck which he said was not so common in England as in Scotland and Ireland. It lived on fish and its eggs were of a fishy taste. The wood pigeon was a very timid bird, and built its nest in trees. The turtle dove was a close relative of the wood pigeon, but smaller.

Pheasants, said the lecturer, were not very particular where they laid their eggs. Sometimes two birds would lay in one nest. In fact, he one day found a pheasant's egg in the nest of a wild duck.

The brown owl was found in Eng-land but not in Ireland. The short-eared owl of the ground owl was a rare species in England. It had a strange quality, which he had not seen in any other bird, and that was of flashing fire out of its eyes.

A number of other birds were described, before the lecturer con-cluded his lecture. He was accorded a vote of thanks for a most en-tertaining evening.

SERVICE NEWS.

VINDICTIVE COMING OUT
WITH RELIEFS.

Surgeon, Lieut. N. F. Quinlan M.B., B.Ch., has been appointed to H.M.S. Gannet, of the Yangtze Flotilla.

Paymaster, Commr. H. A. Thompson has been appointed to H.M.S. Tamar II.

Reliefs For China.

The cruiser, Vindictive, which has been in reserve at the Nore since her withdrawal last year from duty as flagship of the Second Cruiser Squadron, Atlantic Fleet, is ordered to leave England in March next for a troopship voyage to the China Station. Commander R. H. Deane is at present in command of the ship.

Voyage of the Hermes.

An alteration has been made in the programme for the aircraft-carrier Hermes, Captain E. J. G. Mackinnon, D.S.O. The ship will not now proceed to Bombay. Her revised programme is: Colombo, December 13-15; Singapore, December 21-31; Hongkong, January 6. The Hermes has recently been home to Chatham to refit and recommission.

INDIAN UNREST.

VICEROY ABANDONS VISITS
TO TWO COLLEGES.

Calcutta, Dec. 12. The Viceroy abandoned a visit to the Scottish Churches College centenary celebrations, following receipt of a letter from the principal stating that it was learned an attempt would be made from outside sources to mar the har-mony of the proceedings.

The Viceroy has also abandoned a proposed visit on December 13 to the convocation of Serampore College, thirteen miles from Cal-cutta.—*Reuter.*

'VARSITY STRIKE.

CANTON GOVERNOR TO TAKE
STERN ACTION.

Canton, Dec. 12. The Provincial Kuomintang and Kwangtung Provincial Govern-ments are determined to take strict measures in punishing students who have gone on strike at the Sun Yat-sen University, in opposition to the Nanking Govern-ment order appointing Mr. Tsing Kam-shing as the new Chancellor in succession to Mr. Tai Chi-tao, who has been appointed Chairman of the Examination Council.

The Provincial Kuomintang has issued instructions, through its Executive Council, for all students who are members of the Kuomintang to attend lectures, and ab-sentees will be dismissed from the Party.

The more truculent among the student strikers have opened a subscription and have succeeded in collecting about \$1,000 to finance the trip of a student delega-tion to Nanking, appealing per-sonally to the Nanking officials and Mr. Tai Chi-tao, requesting him to return to Canton. The Canton Governor, General Chan Ming-shu, who delivered a speech to the students at the University, is quoted as saying that the order of Nanking must be respected even if he has to take drastic action in bringing the students to their senses.

EMERGENCY UNIT.

SMART RESPONSE TO TRIAL
CALL YESTERDAY.

An emergency call similar to such as would be made in the event of civil disorders in the Colony, was witnessed yesterday, when the Emergency Unit—a specially organized section of the Police Force designed for the quelling of riots and civil dis-order—turned out on a trial call.

There are five contingents in the Unit, the first of which, on the sounding of the alarm, at 3.15 p.m. assembled and led the march out of the Central Police Station compound in two minutes. They were followed by the re-maining four contingents, each of a composite character, and accompanied by plain-clothes men in bullet-proof vests. The last of the 170 men in the Emergency Unit left the Station 15 minutes after the call, on a short route march before dispersal.

A NEW ARRIVAL.

DUTCH STEAMER'S FIRST
VISIT TO PORT.

Carrying 602 tons of general cargo for Hongkong and 1,760 tons for through ports, the Dutch steamer Rondo arrived in port at 7 a.m. on Thursday, this being her first visit to this Colony.

She is a steel screw steamer of 7,530 tons gross and 4,755 tons net, being under the command of Capt. Criele with a crew of 59 Europeans and 30 Asiatic seamen. She left Hamburg on October 17 for the East and sailed from Manila for Hongkong on December 8.

The owners of this steamer are the Holland East Asia Line for whom Messrs. Java-China-Japan-Lijn are the local agents. She was built in 1914 by the Rotterdam, Dredge, Maat, at Rotterdam, having a length of 450.3 feet, a beam of 55.9 feet and a depth of 35.5 feet.

OBITUARY.

SENATOR OVERMAN FOR
NORTH CAROLINA.

Washington, Dec. 12. The death has occurred of Senator Overman, the Democrat representative from North Caro-lina.—*Reuter's American Service.*

[The late Senator Lee Slater Overman was born in 1854, and trained for the Bar. He entered politics in 1883, and had his first appointment as Senator for North Carolina in 1903.]

PRETTY WEDDING.

MR. R. MACKAY WOOD AND
MISS WEST.

The wedding took place yester-day afternoon, at St. John's Cathed-ral, of Mr. Ronald Mackay Wood and Miss Kathleen Margaret West. Mr. Wood is the only son of Mr. and Mrs. W. Mackay Wood, of Alderley Edge, Manchester. He is a Civil Engineer by profes-sion and for the past two years has been attached to the staff of the Public Works Department. Miss West is the younger daugh-ter of Mr. and Mrs. F. J. West, of Wilmslow, Manchester, and arrived in Hongkong with her parents by the a.s. Ranchi, on December 5. The bride's father is an ex-Lord Mayor of Manchester, an Alder-man of the Manchester City Coun-cil, a magistrate, an Honorary Colonel in the Manchester Terri-torials, and by profession a Civil and Mechanical Engineer.

At yesterday's wedding, which was favoured with perfect weather, the bride wore a dress of parchment satin, with Limerick lace train and net veil, and carried a bouquet of gladioli. The bridesmaids were the Misses Mary Lyl and Evelyn Baskett, and their dresses were of old rose pink, and they carried bouquets in the form of Victorian posies. The bride's mother's dress was of grey geor-gette and lace.

The bride was given away by her father, the bridegroom being attended by Mr. I. D. Lenox, as Best Man, while the groomsmen were Messrs. C. D. Bartlett and J. E. Richardson.

The officiating clergyman was the Rev. H. V. Koop, M.A., and the service was choral, with the Cathed-ral Organist, Mr. F. Mason, A.R.C.O., at the organ.

After the ceremony, a reception, which was attended by about sixty guests, was held at the Repulse Bay Hotel.

The bride's going away dress was a green wool crepe two-piece costume.

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RENDITION OF CABLES
TO CHINA.

OFFICES AT TIENTSIN,
PEKING & CHEFOO TO GO.
Shanghai, Dec. 12.

A Kuo Min News Agency mes-sage from Nanking says the cable conference has agreed that the offices of the Great Northern and

Eastern Extension companies at Tientsin, Peking and Chefoo shall be abolished, simultaneously with the transfer to China of the Shanghai-Chefoo-Taku submarine cable.

Following their abolition, the affairs of these offices will be taken over by the Chinese Tele-graph Administration.—*Reuter.*

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SALESMAN SAM Both On Hand By Small

GOOD GOSH, SAM, THERE'S
ANOTHER ONE OF THOSE
PECKY SALESMEN SEE
WHAT HE WANTS!

I KNOW WHAT HE
WANTS—AN' HE'LL
GET IT, TOO!

WANT TO SEE THE
BOSS—IS THE
GENTLEMAN IN?

YESSIR!
I'M IN!

OUTA
ANDAH

OH, ARE YOU THE
BOSS?

NO, I'M TH'
GENTLEMAN—

TH' BOSS IS IN THE
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Spun Crepe	\$ 1.20
Fuji Silk	\$ 0.85
Striped Fuji Silk	\$ 0.80
Printed Crepe de Chine	\$ 1.80
Printed Georgette Crepe	\$ 1.90
Heavy Quality Satin Crepe	\$ 2.65
Crepe de Chine, All Colours	\$ 1.60
Radium Crepe	\$ 2.65
Men's Fuji Silk Shirts from	\$ 2.50
Men's Fuji Silk Pyjamas from	\$ 5.85
Crepe de Chine "Undies" 3 pcs	\$13.50
Crepe de Chine Embroidered Pyjamas	\$ 7.00

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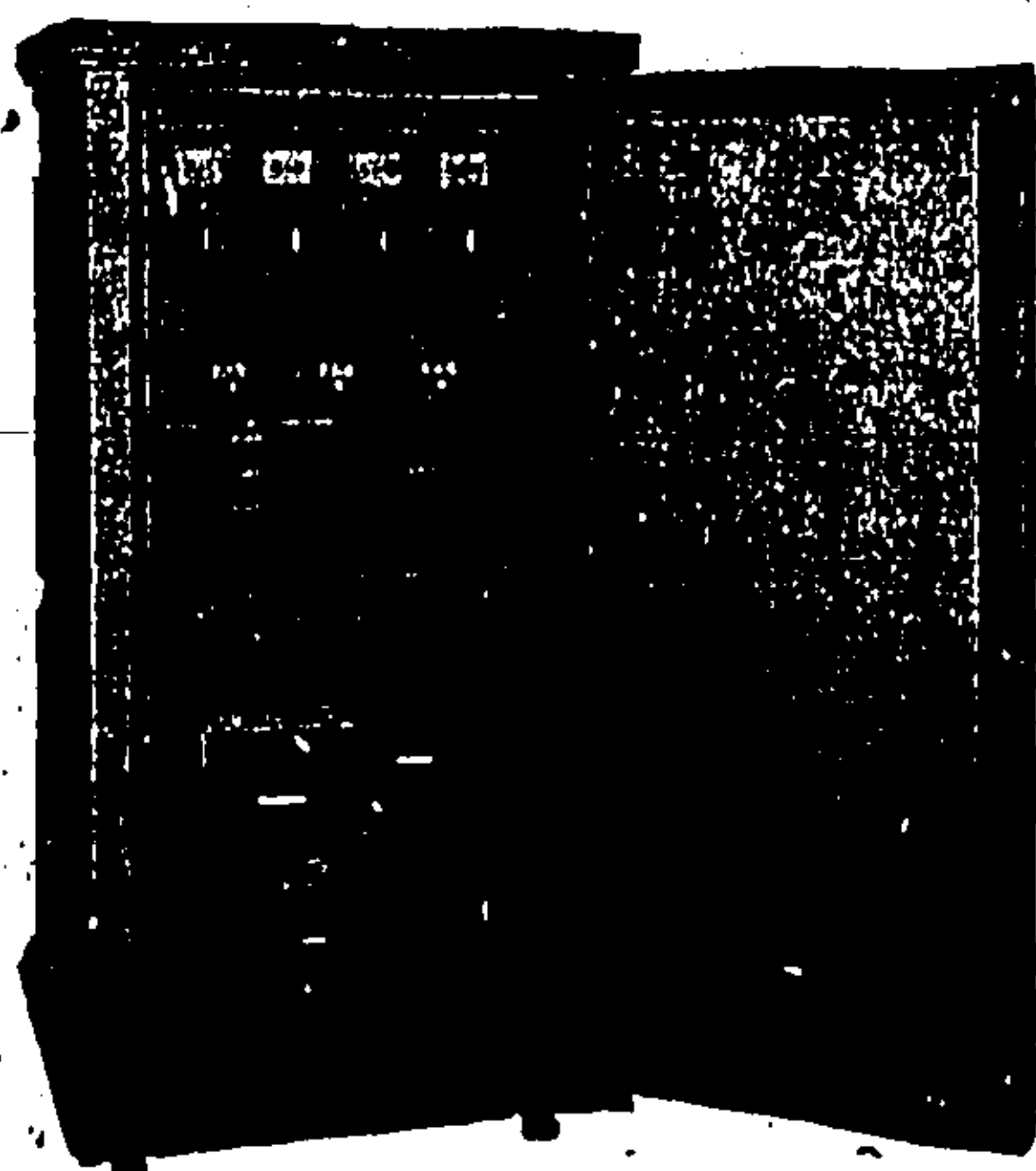
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OF THE GUARD."**

The following programme will be broadcast by Z. B. W. on a wavelength of 355 metres to-day:
4.00-7.00 p.m. Chinese Programme.
7.00 p.m. European Programme of H. M. V. and Victor Records Supplied by Messrs. S. Moutrie and Co.
7-7.40 p.m. Variety.
Orchestral-The Singing Fool.
De Groot and his Orchestra. 2994.
I Love A Lassie.
Roamin' in the Gloamin'.
Sir Harry Lauder. 9012.
Going The Pace That Kills.
John Henry. 2835.
Little Log Cabin Of Dreams.
Lambert Murphy (Tenor). 4038.
A Bedtime Story.
Wish Wynne. 2780.
Tavern Song.
Reinold Werrenrath (Baritone). 1264.
7.40-8.30 p.m. Orchestral.
Poet and Peasant Overture.
Victor Symphony Orchestra. 35797.
Ballet Egyptian.
Concert Orchestra. 35794.
Midnight Reflections.
High Water.
Paul Whiteman and His Band. 35992.
The Jester.
Chimes of Normandy.
Continental Symphony Orch. 50003.
Alcina Suite-Overture.
Menuet.
Gavotte.
Minuet-Gavotte-Tambourine.
New York Philharmonic Symphony Orchestra. 1435.
8.30-9.00 p.m. Concert.
Nobody Else.
Frances Alda (Soprano). 1148.
Nocturne In D.
Harold Bauer (Pianist). 7122.
If I Might Only Come To You.
Derek Oldham (Tenor). 3046.
Boating.
Fritz Kreisler. 1358.
Beloved It Is Morn.
Richard Crooks (Tenor). 3014.
Gavotte-Tendre.
Menuet.
Pablo Casals (Cellist). 1191.
9.00 p.m. Weather Report, Local Time.
9.05-10.15 p.m. By kind permission of the Committee of The Hongkong Philharmonic Society-Relay of the 1st. Act of the "Yeomen of the Guard."
10.15-11.30 p.m. Dance Programme.
Fox Trot.
Putting On The Ritz.
Singing A Vagabond Song. 22306.
I'm Feathering A Nest.
I, doin' What I'm Doin' For Love. 22016.
Am I A Passing Fancy? 22038.
What A Day! 22038.
Waltz.
Bashful Baby.
I've Waited A Lifetime For You. 22074.
Fox Trot.
I've Made A Habit Of You.
Or What Have You? 22017.
Kids Again.
Building A Nest For Mary. 21991.
Wake Up! Chillin, Wake Up.
I'm Crazy Over You. 21976.
Waltz.
Just Another Kiss.
If We Never Should Meet Again. 22042.
Fox Trot.
I'd Like To Be A Gypsy.
Under A Texas Moon. 2252.
The Rogue Song.
When I'm Looking At You. 22258.
Hello Baby!
Until Love Comes Along. 22256.
11.30 p.m. Close Down.
SUNDAY PROGRAMME.
10.00 a.m. St. Joseph's Church Relay. sermon "The Christian Family."
12. Noon. Chinese Programme.
1.30 p.m. Weather Report.
2.00 p.m. Close Down.
8.00-9.00 p.m. European Programme of H. M. V. and Victor Records supplied by Messrs. S. Moutrie and Co.
Triumphal March.
Queen of Sheba.
Victor Symphony Orch. 35763.
Dance Macabre.
Philadelphia Symphony Orch. 6505.
Shepherd's Christmas Music (Bach).
Philadelphia Orchestra. 7142.
Allegro.
La Capricciosa.
Yehudi Menuhin (Violinist). 1329.
The First Noval.
Adeste Fideles.
Flonsaley Quartet. 1352.
Lucia-Sextette.
Trovatore-Miscere.
Crescendos Band. 35850.
Christmas Hymns and Carols.
The Trinity Choir. 35788.
9.00-10.00 p.m. From The Studio.
Pianoforte Solo-Mr. Harry Ore.
"The Harmonious Blacksmith" (Handel).
Song-Mrs. Sanger (Soprano).
"Shadow and Light".
Accompanied by the Composer Mr. George Grimbie.
Song-Mr. Li Chor Chi (Tenor).
a. "Parva Angelica" (Franck).
b. "Crucifix" (Faure).
Accompanied by Mr. George Grimbie.
Pianoforte Solo-Mr. Harry Ore.
a. "Prelude" (Greig).
b. "Crucifix Song" (Greig).
c. "Nocturne" (For Left Hand Only) (Scriabin).
Song-Mrs. Sanger (Soprano).
"Stars of The Summer Night".
Accompanied by the Composer Mr. George Grimbie.
Song-Mr. Li Chor Chi (Tenor).
a. "Ahl Sweet Mystery of Life" (Herbert).
b. "Vale" (Russell).
c. "I Know A Lovely Garden" (D'Hardot).
Accompanied by Mr. George Grimbie.
Pianoforte Solo-Mr. Harry Ore.
a. "The Snow Is Dancing" (Debussy).
b. "Two Little Bagatelles" (H. Ore).
10.00 p.m. Close Down.

ADMIRAL RETIRED.

**SIR E. ALEXANDER-SINCLAIR
REACHES AGE LIMIT.**

London, Dec. 12.
The Admiralty announce that Admiral Sir Edwyn Alexander-Sinclair has been placed on the retired list for age. Vice-Admiral Sir John Kelly has been promoted Admiral of the Fleet, and Rear-Admiral Fullerton to be Vice-Admiral, all dated December 12. Admiral Alexander-Sinclair commanded the Third Light Cruiser Squadron during the later stages of the war, and has been in command at the Nore from 1927. *British Wireless.*

[Admiral Alexander-Sinclair was also Commander-in-Chief, China Station, from 1925 to 1926. He is 63 years of age.]

STABLE PRICE LEVEL.

**NEEDED FOR THE SUCCOUR
OF WORLD TRADE.**

London, Dec. 12.
Sir Basil Blackett, of the Imperial and International Communications Company, advocated a stable price level in an address yesterday to the American Chamber of Commerce in London. He said the recent fall in world prices, with such deplorable consequences, was due in some cases to over-production, but he was convinced that monetary causes were most important.

He asked for patient hard work for international co-operation in monetary policy, and for support of the studies of the gold delegation of the League of Nations. *British Wireless.*

THE INDEMNITY BILL.

**PASSES FIRST READING IN
COMMONS.**

London, Dec. 12.
The House of Commons has passed the first reading of the Government's China Indemnity Application Bill, designed to make further provision regarding the application of the Boxer Indemnity Fund and the moneys paid to account of the Boxer Indemnity. *Reuter.*



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ELITE STYLES**

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DISPLAY OF—
X'MAS
GIFTS**

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FORGET
THE LITTLE
SHOP WITH
THE VERY
BIG
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WHERE THE GIFTS ARE.**

**NEW
HATS
LESS
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TO CHOOSE
FROM**

**MANICURE SETS
HANDKERCHIEFS
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ETC.**

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SILVER HAIR
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following firms:

Caldbeck, Macgregor & Co., Ltd.
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Excelsior Book Co. (All Branches)
Compradores (Kowloon & H.K.)
Lancia-Garage.
Pioneer Silk Store (All Branches)
J. Ullmann & Co.

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Anderson Music Co.
Motor Tyres & Insurance.
Whitta's Drive Yourself Service.
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Maison Marnac.

Other Contracts Being Arranged.

**How to become a subscriber,
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Dear Sirs,
Please forward to me without any obligation
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AddressDate.....

TO-DAY'S WANTS.

25 WORDS \$1.50,
(\$2.00 if Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695,
705, 709, 720, 722, 727, 729, 732,
734, 737.

LOST.

Stolen or Strayed.—Green Coloured chow dog, one ear broken, answers to "Teddy." Finder please communicate with No. 21, Broadwood Road. Reward offered.

PREMISES TO LET.

TO LET.—Large six-roomed European flat, No. 41, Kennedy Road. Apply Thornhill Aerated Water Factory, 2, Tin Lok Lane.

CHURCH NOTICES.

To-morrow the Third Sunday in Advent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. December 14th, 1930. Third Sunday in Advent. Holy Communion 8 a.m. Holy Communion (For Children) 10 a.m. Morning Prayer 11 a.m. Sermon 11 a.m. Preacher: The Rev. Canon J. H. V. Jones.

Union Church, Yuenai, Road, Hongkong. Services at 11 a.m. and 6 p.m. Preacher: Rev. F. G. Powell. Social gathering in Church Hall after evening service. Sunday schools, Kennedy Road 10 a.m., Tai Koo 3 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "God The Preserver of Man." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

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Brand New Pianos For Sale or Hire.

TSANG FOOK PIANO CO.
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New Advertisements.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Hongkong Hotel (First Floor), Pedder Street, Victoria in the Colony of Hongkong, on MONDAY, the 29th day of December, 1930 at 11 o'clock in the forenoon, for the purpose of considering and, if thought fit, passing the following resolutions as Extraordinary Resolutions viz:—

- That the authorised capital of the Company (which is now \$1,500,000 consisting of 150,000 shares fully paid up of the nominal value of \$10.00 per share all of which have been issued) be increased from \$1,500,000 consisting of 150,000 shares of \$10.00 each to \$3,000,000 (consisting of 300,000 shares of the nominal value of \$10.00 each) by the creation of 150,000 additional new shares of the nominal value of \$10.00 each.

That 150,000 of the said 300,000 new shares be offered forthwith (in the proportion of one new share for every complete number of three issued shares held by them respectively) to the persons who on the 29th day of December, 1930 are registered as the Company's share-holders as the holders of the said 150,000 issued shares at a premium of \$2.50 per share and so that on acceptance of the offer the nominal value due in respect of such new shares plus the said premium of \$2.50 per share (making \$12.50 per share) shall be payable in full. Such new shares shall rank for dividend as from the respective dates of allotment and in all other respects pari passu with the shares constituting the Company's present issued capital.

That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the time or times within which the offer is not accepted by the member either on behalf of such member or his nominee will be deemed to be declined and the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said 150,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner as the Company's Directors shall in their absolute discretion see fit.

That no shareholder shall be entitled to claim for a fraction of an additional new share in respect of any odd share held by him.

That the remaining 150,000 new shares constituting the Company's increased capital be issued at such time or times in such manner and for such purposes and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

NOTICE IS ALSO HEREBY GIVEN that the Register of members of the Company will be closed from the 22nd to 29th December, 1930, inclusive during which period no transfer of shares can be registered.

Dated this 13th day of December, 1930.

By Order of the Board,
JOHN D. HUMPHREYS & SONS,
General Managers.

PENINSULA HOTEL.

THURSDAY, 18TH DECEMBER 1930.

Patrons are notified that no Dinner Dance will be held at the above Hotel on THURSDAY, 18th December, 1930.

THE HONGKONG & SHANGHAI HOTELS, LTD.

UNION WATER BOAT COMPANY LIMITED.

NOTICE IS HEREBY given that an Extraordinary General Meeting of the Company will be held at the offices of Messrs. Dudwell & Co., Ltd., Queen's Buildings Victoria in the Colony of Hongkong at 11 o'clock in the forenoon on Monday, the 8th day of December, 1930 for the purpose of considering and, if thought fit, passing the following resolutions as Extraordinary Resolutions:—

- That the Articles of Association of the Company be amended as follows:—

(a) By the insertion immediately after Article 43 of the following new Article, namely:

43 (A) The Company may by ordinary resolution cancel any shares which at the date of the passing of such resolution have not been taken or agreed to be taken by any person, and diminish the amount of its share capital by the amount of the shares so cancelled.

(b) By the insertion immediately after Article 102 of the following new Article, namely:

102b. The Company may at any time and from time to time in general meeting or resolution or by the General Managers (as aforesaid) cancel any shares which at the date of the passing of such resolution have not been taken or agreed to be taken by any person, and diminish the amount of its share capital by the amount of the shares so cancelled.

102c. The General Managers may, with the sanction of the Company in General Meeting, declare a dividend to be paid to the members holding shares of the Company as on the first day of January 1931 in respect of the net amount capitalized fully paid shares of the Company of equivalent nominal value, and the General Managers shall give effect to any such resolution accordingly, and any shares allotted pursuant to any such resolution shall be distributed among the members holding shares of the Company so far as practicable in proportion to the number of shares held by them respectively, and shall be credited as fully paid by means of the profits so capitalized and the General Managers may make such provision by the issue of fractional certificates or by the payment of cash or by sale and distribution of the proceeds or otherwise as they may think expedient for the ease of fractions. The General Managers may appoint any person or persons in behalf of the members to enter into any agreement with the Company providing for the allotment to them of such shares credited as fully paid up, and in satisfaction as aforesaid and any agreement made under such authority shall be effective.

102d. The General Managers may, with the sanction of the Company in General Meeting, declare a dividend to be paid to the members holding shares of the Company as on the first day of January 1931 in respect of the net amount capitalized fully paid shares of the Company of equivalent nominal value, and the General Managers shall give effect to any such resolution accordingly, and any shares allotted pursuant to any such resolution shall be distributed among the members holding shares of the Company so far as practicable in proportion to the number of shares held by them respectively, and shall be credited as fully paid by means of the profits so capitalized and the General Managers may make such provision by the issue of fractional certificates or by the payment of cash or by sale and distribution of the proceeds or otherwise as they may think expedient for the ease of fractions. The General Managers may appoint any person or persons in behalf of the members to enter into any agreement with the Company providing for the allotment to them of such shares credited as fully paid up, and in satisfaction as aforesaid and any agreement made under such authority shall be effective.

AND NOTICE is hereby further given that a further Extraordinary General Meeting of the Company will be held at the same time and place on Tuesday, the 23rd day of December, 1930 for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution, the above mentioned Resolution.

AND NOTICE is hereby further given that a further Extraordinary General Meeting of the Company will be held at the same time and place on Tuesday, the 23rd day of December, 1930 at 11.5 o'clock in the forenoon or as soon thereafter as the above meeting shall have terminated, for the purpose of considering and, if thought fit, passing the following resolutions, namely:—

- That the Company do hereby cancel all shares (namely, 22277 shares numbered 27724 to 50000) which at the date hereof have not been taken or agreed to be taken by any person, and do hereby diminish the amount of its share capital by the amount of the shares so cancelled.

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of December, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
No. 1428.	Section of Pak Wa Street and Maple Street.	N. 100 feet. E. 100 feet. S. 100 feet. W. 100 feet.	About 4,000	\$52	\$8,324
As per sale plan.					

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of December, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
No. 2422.	Section of Pak Wa Street and Maple Street.	N. 100 feet. E. 100 feet. S. 100 feet. W. 100 feet.	About 4,000	\$52	\$8,324
As per sale plan.					

2. That the Capital of the Company be increased from its diminished capital of \$194,061.00 (Hongkong Currency) divided into 27,723 shares of \$7.00 each to \$500,010 (Hongkong Currency) divided into 71,430 shares of \$7.00 each and that such additional shares shall rank in all respects pari passu with the original capital of the Company.

3. That the Directors be and they are hereby authorised to capitalize the sum of \$77,629 profits of the Company standing to the credit of the Company's Reserve Funds and to allot to the members holding shares of the Company as on the first day of January 1931 in respect of the net amount capitalized fully paid shares of the Company of equivalent nominal value in the proportion of two shares for every five shares of the Company then held by such persons respectively and that such shares so allotted shall rank for dividends as from the 1st day of January, 1931.

4. That if on such distribution as aforesaid any person would be entitled to a fraction of a share the General Managers shall in lieu of issuing fractional certificates cause the whole share to be allotted to a person or persons to be named by the General Managers and such share may at such time as the General Managers think fit be sold and the proceeds distributed amongst the persons entitled to the fractions making up the share.

5. That the Directors be and they are hereby authorised out of the profits of the Company standing to the credit of the Company's Reserve Funds to pay to the members holding the 27,723 existing shares of the Company as on the 1st day of January, 1931 a sum equal to \$6.00 for every five shares of the Company then held by such persons respectively by way of a bonus dividend out of the profits of the Company.

Dated this 27th day of November, 1930.

Per Pro. DODWELL & CO., LTD.
J. P. WARREN,
Manager,
General Managers

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,
the 16th December, 1930,
commencing at 2.30 p.m.
at their Sales Room,
4, Duddell Street

Toys! Toys! Toys!!!
Horses, aluminium and porcelain tea sets, furniture sets, dressed dolls, celluloid "Mama" dolls, stockings, rubber balls, rubber foot balls, tennis racket, games, railways, billiard tables, wooden and mechanical toys, crackers, flays, X'mas tree decorations etc., etc.

On View from Monday,
the 15th December, 1930.
Terms: Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

SANDAKAN LIGHT AND POWER COMPANY (1922), LIMITED.

NOTICE TO SHAREHOLDERS.

The Eighth Ordinary Yearly Meeting of Shareholders of the Company, at the Head Office of the Company, 21, George's Building, Chater Road, Victoria, Hongkong, on Monday, 20th December, 1930, at 12 o'clock, Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 30th June, 1930, and electing Directors and Auditors.

By Order of the Board,
SHEWAN, TOMES & CO.,
General Managers.

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE TO SHAREHOLDERS.

The Twelfth Ordinary Yearly Meeting of Shareholders will be held at the Head Office of the Company, 21, George's Building, Chater Road, Victoria, Hongkong, on Monday, the 15th day of December, 1930, at 12 o'clock, Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 30th September, 1930, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from Monday, 1st December, 1930, until Monday, 15th December, 1930, both days inclusive.

By Order of the Board,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 21st December, 1930.

THE HONGKONG JOCKEY CLUB.

The Thirtieth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 13th December, 1930, commencing at 2 p.m. The first race will be run at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5. for Gentlemen and \$2. for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course. Members can obtain upon application to the Secretary badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying. On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is \$1. for all persons including ladies and is payable at the gate. Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tie Tac men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order
C. B. BROWN,
Secretary.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Date
Europe via Negapatam (Papers only)	Katori Maru	December 13.
London 13th November	Pres. Jefferson	December 13.
Manila	Pres. Polk	December 13.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 14th November)	Sunning	December 13.
Shanghai and Swatow	King Yuen	December 16.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 21st November)	Pres. Grant	December 16.
Formosa and Amoy	Tjinnanok	December 16.
Australia and Manila	Changte	December 16.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 20th November)	Shinyo Maru	December 17.
Japan	Tjinnanok	December 17.
Amoy and Swatow	Van Heutz	December 17.
Calcutta and Straits	Kutang	December 17.
Straits	Perlin	December 17.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C. 27th November)	Emp. of Canada	December 18.
Europe via Suez (Letters and papers London 20th Nov. and parcels 13th Nov.)	Kashmir	December 19.
Java	Bantam	December 20.
Japan and Shanghai	Angers	December 23.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Port Bayard	Wing Lee	Sat., Dec. 13, 2.30 p.m.
Samshui and Wanchow	Kochow	Sat., Dec. 13, 4 p.m.
Japan, Canada, U.S.A., Central and South America (Europe via San Francisco)	Pres. Jefferson	Sat., Dec. 13, 4.15 p.m.
Manila	Registration	4.15 p.m.
Letters	Letters	5 p.m.
(Due San Francisco 6th Jan. 1931.)	Pres. Jefferson	Sat., Dec. 13, 5 p.m.
Shanghai and Europe via Siberia	Registration	5 p.m.
Letters	Letters	6 p.m.
Pyrrhus	Pyrrhus	Sat., Dec. 13, 6 p.m.
Shanghai, Japan and Europe via Siberia	Katori Maru	Sat., Dec. 13, 3.30 p.m.
Manila	Pres. Polk	Sat., Dec. 13, 5 p.m.
Foochow via Swatow	Yusan	Sat., Dec. 13, 5 p.m.
Rabaul	Yusang	Sat., Dec. 13, 5 p.m.
Bangkok via Swatow	Kutang	Sun., Dec. 14, 8.30 a.m.
Swatow, Amoy and Formosa	Lozan Maru	Sun., Dec. 14, 9 a.m.
Amoy	Anking	Sun., Dec. 14, 9 a.m.
Straits and Calcutta	Yuen Sang	Mon., Dec. 15, noon.
Letters	Letters	1 p.m.
Swatow, Amoy and Foochow	Hydrangea	Mon., Dec. 15, 3 p.m.
Amoy	Haiching	Tues., Dec. 16, 1 p.m.
Manila	Tenn	Tues., Dec. 16, 3.30 p.m.
Swatow	Pres. Grant	Tues., Dec. 16, 4.30 p.m.
Amoy	Wai Shing	Tues., Dec. 16, 5 p.m.
Hollow and Bangkok	Taiyuan	Wed., Dec. 17, 3.30 p.m.
Straits	Kweiyang Thurs.	Dec. 18, 10.30 a.m.
Manila	Van Heutz Thurs.	Dec. 18, 10.30 a.m.
Empress of Canada	Empress of Canada	Thurs., Dec. 18, 5 p.m.
Amoy	Kut Sang	Thurs., Dec. 18, 5 p.m.
Swatow, Amoy and Foochow	Huiyang	Fri., Dec. 19, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Kalyan	Sat., Dec. 20, 1 p.m.
Letters	Letters	1 p.m.
Parcel	Parcel	1 p.m.
(Due Marseilles 17th January 1931.)	Parcel	1 p.m.
Manila, Australia and New Zealand via Thursday Island	Change	Tues., Dec. 23, 1 p.m.
Letters	Letters	1 p.m.
Parcel	Parcel	1 p.m.
(Due Marseilles 17th January 1931.)	Parcel	1 p.m.
Manila, Australia and New Zealand via Thursday Island	Change	Tues., Dec. 23, 1 p.m.
Letters	Letters	1 p.m.
Parcel	Parcel	1 p.m.
(Due Marseilles 17th January 1931.)	Parcel	1 p.m.

*Superscribed Correspondence only

BANKS FOOTBALL.

CHARTERED & HONGKONG AND SHANGHAI.

The usual annual fixture was played on Nov. 15 on the Hongkong Bank's ground at New Beckingham, with the result of a Chartered victory of 11 points (one goal, one try and a penalty) to 3 points (a try and a penalty). It was a miserable day with a strong wind and heavy rain, and the inevitable greasy ball. Under these conditions the game lost some of its charm of open play, though it was hard enough from start to finish. After a quarter of an hour it developed into a forward battle, and the Chartered forwards obtained the better of the issue in both light scrums and in the loose. Though the first 10 minutes saw the Hongkong pack quite the master of their rivals, the Chartered forwards held their own. For the Hongkong the forwards were well led by Bradford, though their heeling was slow after the first few minutes. Grandale played a sound game at full back under nasty conditions, and the tackling was good in the outside, though they lacked pace.

The Chartered pack and halves carried the day, though they were well supported by the other outsiders. Pursor, Etherington and M. Robertson were always to the fore, but the whole pack was keen, with good heeling. Scott played well at scrum half and Houghton made great attempts with a slippery ball. The falling and tackling was very sound.

verted by M. Robertson. (Hk. 3—Ch. 8).

The second half was hard work for the forwards, with few outside movements with such difficult handling, but Scott, the Chartered scrum-half, had a good breakthrough to get over for an unconverted try.

Unfortunately, J. Robertson, in the Chartered centre, was badly hurt in the leg and had to retire, but with a man out from the scrum the seven Chartered forwards held their own. For the Hongkong the forwards were well led by Bradford, though their heeling was slow after the first few minutes. Grandale played a sound game at full back under nasty conditions, and the tackling was good in the outside, though they lacked pace.

The Chartered pack and halves carried the day, though they were well supported by the other outsiders. Pursor, Etherington and M. Robertson were always to the fore, but the whole pack was keen, with good heeling. Scott played well at scrum half and Houghton made great attempts with a slippery ball. The falling and tackling was very sound.

The teams were:
Hongkong and Shanghai Bank.—W. A. Grandale, back; F. J. Hobling, R. D. Armstrong, M. D. Scott, and E. A. Matthews, three-quarter backs; B. Carrick Allan and M. A. Glass, halfbacks; F. G. L. Clarke, H. Glenzie, H. R. McGhie, R. W. Mills, G. O. Martin, R. P. Edwards, I. H. Bradford, and P. Wright, forwards.
Chartered Bank of India.—W. N. Dickson, back; J. H. Macleod, J. Robertson, T. E. Murray, and H. G. Hanham, three-quarter backs; J. M. Houghton and I. M. Scott, halfbacks; B. Hutton-Williams, I. C. McLennan, E. H. Moffat, J. C. Etherington, C. H. Pryce, T. M. D. Robertson, S. E. Teat, and B. M. Pursor, forwards.

ARMCHAIR-GLOBE-TROTTER WITH THE PHILIPS 2802



The most fascinating pastime of this century... all the world's programs to choose from, as there's no distance that the PHILIPS ULTRA SHORTWAVE RECEIVER, MODEL 2802, cannot bridge.

World-wide reception at its best—a receiver that is extremely easy to operate.

Pentode-equipped, this veritable distance eliminator gives an amazingly pure reception of short-wave transmitters thousands of miles away, at loudspeaker strength, as well as of local and national stations.

SOME OF THE OUTSTANDING FEATURES OF THE PHILIPS 2802

Complete station separation
Small dimensions
Handling ease
Gramophone facilities
Tropic-proof.

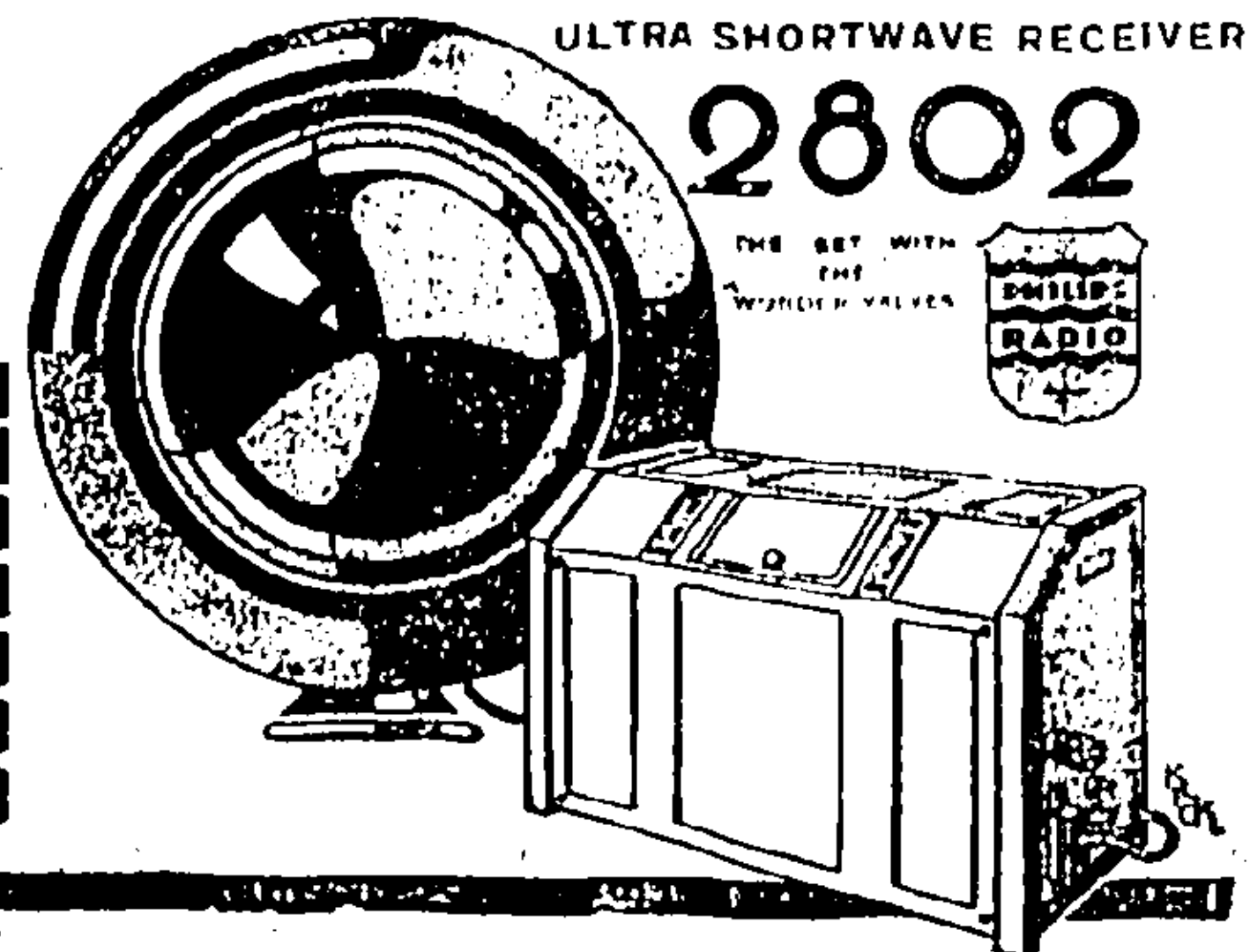
PHILIPS
ULTRA SHORTWAVE RECEIVER

2802

THE BEST WITH
THE WARMEST TONES



CANADA
AMERICA
AUSTRALIA
AFRICA
EUROPE
JAPAN
ETC. ETC.



SOLE AGENTS FOR SOUTH CHINA—

REUTER, BROCKELMANN & CO.

HONGKONG—CANTON.

Sub-Distributors: ANDERSON MUSIC Co. Ltd., and LEADING CHINESE STORES.
This advertisement is issued by Philips China Co.

PROHIBITION'S EFFECTS.

DRINKING AMONG U.S. GIRLS.

Prohibition's effect upon the young people of the United States was described as "terrible" by Sir Arthur Balfour when he gave evidence before the Royal Commission on Licensing.

"Before prohibition," Sir Arthur said, "girls never took drink, today they take drink whenever they can get hold of it."

"They expect young men to bring drink whenever they take them out. And the young men do."

"In 1896, when I was in the States for the first time, young men simply would not go out with a girl who drank. Nowadays, unless the young man can bring drink, the girl will not go out with him."

Sir Arthur said that the terms of reference appeared to empower the Commission to recommend prohibition and he was describing conditions in America in order to prevent such a thing happening here.

Parents Appalled.

Sir Arthur, who received his business training in America, and has visited that country 40 times, said the parents had told him that they were appalled at the conditions under which their children were being brought up.

"Conditions in the States are getting worse," he added.

Mr. Jones, a member of the Commission: "If it is so easy to get drink in America why do people go to Canada to get it?—Because the quality is better, the price is less, and the risk is less."

The liquor consumed in the United States was the worst stuff that people could drink. From time to time it had caused blindness and then death. The price of drink was exorbitant, and it was all bad stuff.

The Rev. Henry Carter: Why did the women vote dry?—For sentimental reasons.

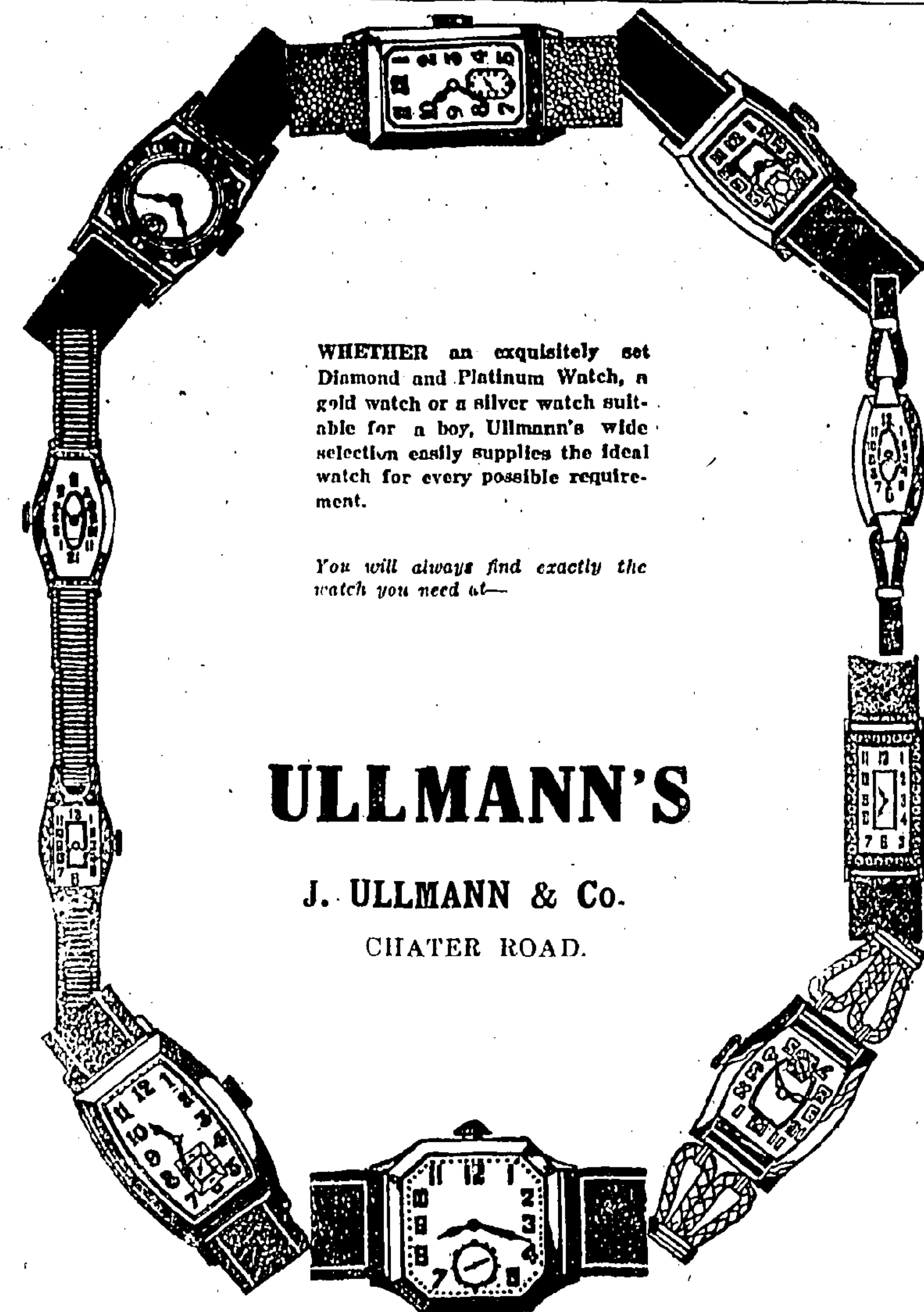
Sir Arthur described the cocktail habit as "rotten."

"But," he said, "I think it is dying out and I still believe that the area where it is practised is more restricted than you would think."

Sir Arthur K. Yapp, who next gave evidence, said he had endeavored to find out the causes of drinking to excess. He suggested, among others, swank and the desire to appear as a man, the cocktail habit, treating too many public houses, clubs, and the conditions under which people live and work.

He considered that drinking to excess might be prevented by the erection in crowded districts of people's institutes, some to be run on total abstinence lines and others providing very light beer and wine, all being equipped with billiard rooms, gymnasia, cinemas, swimming baths, reading rooms and club rooms.

Referring to America Sir Arthur said: "We hear of the debauchery of the young people in the United States. I do not think that facts bear that out in the slightest degree. You have got a minority in America as we have here, of gay young people. They are heard all over the place. It would be an eye opener if we could get all the facts of Prohibition in its present form."



WHETHER an exquisitely set Diamond and Platinum Watch, a gold watch or a silver watch suitable for a boy, Ullmann's wide selection easily supplies the ideal watch for every possible requirement.

You will always find exactly the watch you need at—

ULLMANN'S

J. ULLMANN & Co.

CHATER ROAD.

EUSTON SMASH.

EXCESSIVE SPEED THE CAUSE

Excessive speed down the gradient approaching Euston, states Colonel A. C. Trench, in a report to the Minister of Transport, was the cause of the accident at Euston (L.M.S.) Station on September 1, when the "Night Scot" from Glasgow, on entering No. 1 arrival platform, came into collision with the hydraulic buffer stops.

The train, Colonel Trench said, was a very heavy one, and, owing to its length, required the leading engine to draw right up to the buffer stops. The main responsibility for the accident must rest upon Driver Glover in charge of the pilot engine. It appeared that Driver Jeffs on the train engine also seriously underestimated the speed when approaching Euston. It was to some extent an error of judgment on his part that he did not appreciate the excessive speed and take the initiative by a more powerful brake application at an earlier moment.

There are **THREE REASONS WHY** we have been entrusted with the installation of
**CENTRAL HEATING
HOT WATER & SANITARY SYSTEMS**

at the following Institutions, etc:—

SCHOOLS

St. Stephen's College
Diocesan Boys' School
St. Stephen's Hostel
St. Stephen's Staff
Quarters

CLUBS

Hongkong Club
Hongkong Cricket Club
Hongkong Jockey Club
U. S. Recreation Club
Royal H.K. Golf Club

HOSPITALS

Victoria Hospital
Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton
War Memorial Nursing
Home

OTHER BUILDINGS

Repulse Bay Hotel
Mountain Lodge
Fallonjee House, Canton
Stubb's Road Garage
Police Station, Sham Shui Po

Oriental Hotel, Canton
Aigburth Hall
South China Morning Post Building
Sisters' Quarters Matilda Hospital
Branksome Towers

FIRSTLY.

All systems are designed by a member of the Royal Sanitary Institute and Institute of Heating and Ventilating Engineers, thoroughly acquainted with local conditions and requirements.

SECONDLY.

All work executed by our own staff under expert European supervision, thereby eliminating scamped work caused by sub-letting.

THIRDLY.

We do not interest ourselves in so-called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

DODWELL & CO., LTD.

Queen's Buildings.

Telephone 28028.

Rolande Savvaule

Paris Bags and Novelties at Special Prices
FOR CHRISTMAS

Fedder Building (Third floor). (Above Thos. Cook & Son).
Phone 22262.



FELIX HAT SHOP

next to Moutrie's

Just received

Large brimmed black felt hats

also

a smart assortment of velvet hats

as well as the popular

"BETH" MODELS

York Bldg.

Gift Handbags

THE GIFT DIVINE

Practical-Economical

For "Her"

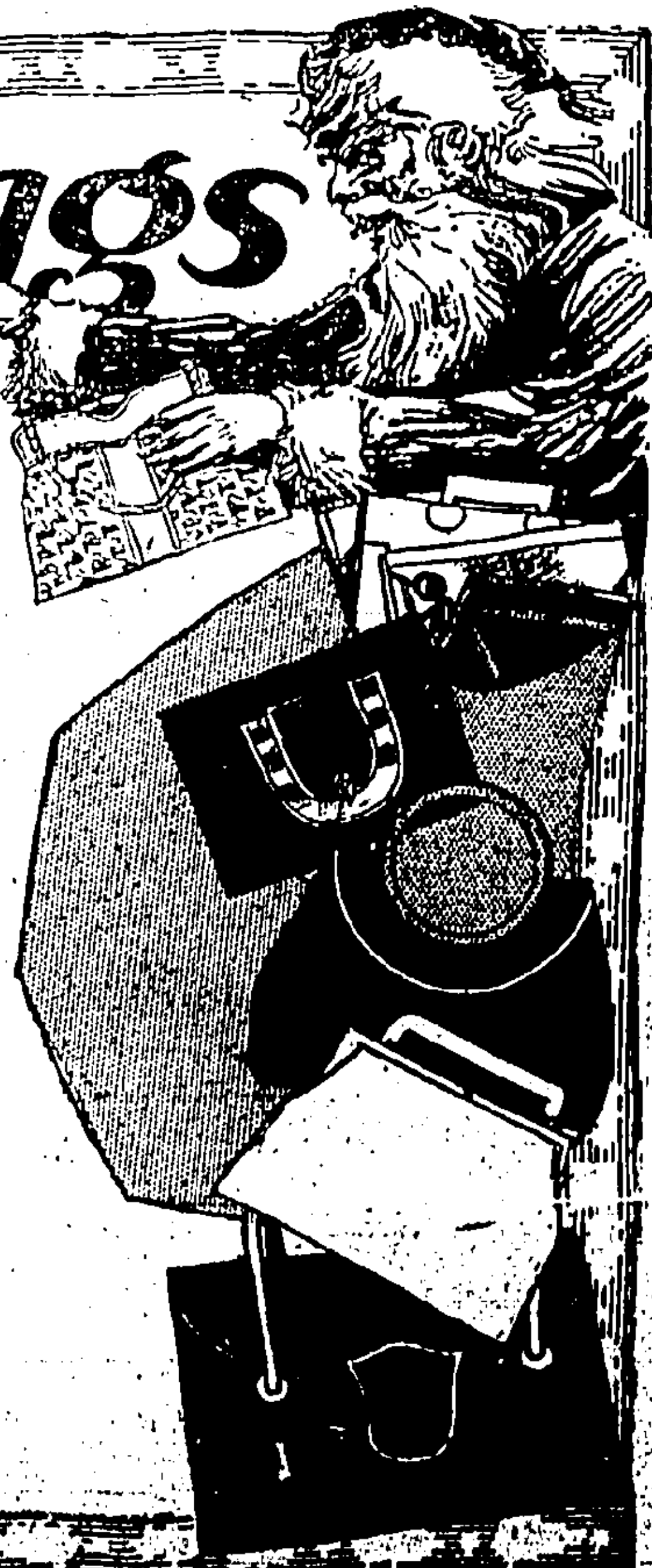
A handbag is always sure of a welcome as a Christmas Gift. We have a splendid selection of the latest styles in all colorings and leathers. Some fitted with the handy and secure "Zip" fastener.

PRICES

\$6.50 TO \$37.50

CALL AND INSPECT

Whiteaways.





SINCERE'S

The Greatest Collection of Toys in Town!

Our display of Toys this year is greater than ever. Our early and wise preparation has made us proud for having such a fine display to meet everybody's requirements in toys. For instance, we are stocking 50 dolls, dressed in various styles, and 1,000 toy cars. Teddy bears, mechanical jiggers, tin soldiers etc., are all here in a profuse selection to delight the hearts of the kiddies.

And remember! our prices are always comparatively low.

THE SINCERE Co., Ltd.
"HONGKONG EMPORIUM"

CHRISTMAS & NEW YEAR ANNOUNCEMENTS

PENINSULA HOTEL

Wednesday, 31st December, 1930. New Year's Eve Carnival Dinner Dance.
8.30 p.m. to 2 a.m.—Dinner \$6 per person.
After Dinner Dance—\$2 per person.

Thursday, 1st January 1931. New Year's Day Tea Dance—4.30 p.m. to 7 p.m.

HONGKONG HOTEL

Friday, 26th December, 1930. Boxing Night Carnival (8 p.m. to 1 a.m.)
Dinner \$6 per person.

REPULSE BAY HOTEL

Wednesday, 24th December, 1930. Christmas Eve Carnival—8.30 p.m. to 1 a.m.
Dinner—\$6 per person.
Wednesday, 31st December, 1930. New Year's Eve Carnival—Fancy Dress Ball.
Fully RESERVED, BOOKINGS NOW CLOSED.
Thursday, 1st January, 1931. New Year's Day Special Tea Dance.
4.30 p.m. to 6.30 p.m.

MOTOR COACHES FROM REPULSE BAY HOTEL

After Christmas Eve Carnival and
New Year's Eve Carnival
To Hongkong 1.15 a.m.

Evening Celebrations Fancy or Evening Dress.

Tables for the above may now be reserved at any of our Hotels.

THE HONGKONG & SHANGHAI HOTELS, LTD.

RAS TAFARI SAYS HE IS SORRY.

HUSTLING CAMERA MEN AT CORONATION.

Addis Ababa, Nov. 10.
A film of Ras Tafari's coronation was shown in the Crown Prince's Palace last night to the foreign delegations after they had dined with the Emperor.

Talkies have not yet reached Abyssinia, but the coronation film was extremely good. It is possible that no other coronation has been so fully photographed as this one.

Cameras were installed in the cathedral at the side of the two thrones and an army of men armed with every type of camera held up the ceremony by rushing about to get close-ups of the Emperor and Empress.

The High Priests of the cathedral were very shocked, and I understand that when the Emperor visited the Addis Ababa churches in turn yesterday he expressed regret at such scenes. At the same time Ras Tafari obviously likes being photographed and is always ready to pose.

Their Own Serfs.

Since the Coronation I have discovered how powerful the priests of Abyssinia are. It is claimed that a third of the male population is enrolled in the priesthood.

They have their own serfs and are assigned large tracts of land. There has been no ceremony connected with the Coronation in which they were not paramount.

When the strange crowds of beggars and lepers—a deformed army of misery—crawled into the Palace grounds yesterday for the feast of raw meat and native drinks they had to wait patiently while the priests indulged in a long ceremonial over the carcasses. Armed men kept the crowd at bay.

The final ceremony of importance in connection with the coronation is the review of the Abyssinian army on the plains outside Addis Ababa next Friday.

I have seen the army on the march through the city and the impression gained is that the khaki-clad troops with modern rifles and machine-guns are less terrifying than the wild tribesmen with spears and swords.

Officers Carrying Boots.

The Emperor, however, is determined on modernisation and European officers have been brought in for this purpose.

Six tanks are included in the forces. They came from Italy, and it is ironical that in the constant processions of the army there are proudly displayed mounted batteries captured from the Italians at the battle of Sadown. Modern artillery will also be included in the army display.

All the khaki-clad soldiers march barefooted. Sometimes the officers are seen carrying their boots in their hands.

The older chiefs view this modern equipment of the army with contempt. They prefer horses and swords, which certainly make a most impressive display.

The delegations are now beginning to leave, and after this week all the diplomats will be on their way home. The Duke of Gloucester is adhering to his original plans of going on a hunting trip in the interior.

MARRIAGES AT GREYNA GREEN.

"INQUIRY MUST PRECEDE LEGISLATION."

Mr. Aitchison (Lord Advocate), in reply to Mr. Train (G. Cathcart), who asked whether it was the intention of the Government to introduce a Bill to prohibit weddings in the blacksmith's shop in Greytna Green, said recently that the question of legislation to amend the law of marriage in Scotland which involved also the consideration of whether it was desirable that some form of authoritative inquiry should precede any such legislative proposal, was now engaging the attention of the Secretary for Scotland, who was not in a position to make any pronouncement as to the introduction of a Bill.

Mr. Train—Is it not the case that a Bill dealing with this matter is in draft, and could we be informed of the nature of the provisions contemplated? Is it the intention of the Government to make the marriage laws in Scotland conform to those in England? (Cries of "No, no.")

Mr. Aitchison—The practice of irregular marriage is very widespread in Scotland, and while there may be a strong and indeed overwhelming case for an alteration, that ought not to be done without careful inquiry. There may be a Bill in draft, but certainly nothing has been settled as to the form which the legislation ought to assume.

Mr. Campbell Stephen (Soc. Glasg., Gov. Camlachie)—Has the Lord Advocate any complaints from the people who have been married in Greytna Green? (Laughter.)

Miss Sheila Kaye-Smith and Miss G. B. Stern have been elected President and Vice-President respectively of the Femina Vie Heureuse and Northcliffe Prizes Committee.

BURNS & SCALDS FIRST-AID.

ZAM-BUK SOOTHES PAIN, & GROWS NEW SKIN.

A severe burn or scald may be just the matter of a moment. But whilst the shock is momentary, the awful pain is liable to torment the unfortunate sufferer for hours or days afterwards. For prompt relief and safety, smear Zam-Buk thickly over the burnt skin and then bandage lightly but quickly to exclude air.

Zam-Buk is wonderfully soothing. It not only prevents inflammation and festering, but also destroys the dangerous germs that cause wounds to turn septic or poisoned.

Burns, scalds, cuts, bruises, or abrasions cannot go "the wrong way" when treated with Zam-Buk. This famous ointment, made from precious herbs, is acknowledged the world's greatest skin cure. It cleanses the damaged tissues of all bad matter and provides a valuable antiseptic shield until the process of healing is completed.

Zam-Buk is a pure and highly-refined balm prepared under the direction of qualified chemists in our famous laboratory. Zam-Buk never comes in contact with human hands and it is guaranteed free from animal fats.

For its value in the treatment of eczema, ulcers, poisoned wounds, itchy, ringworm, bad legs, boils, abscesses, Hongkong foot, piles, and for all sorts of muscular pains, Zam-Buk is unrivalled. Obtainable of all medicine dealers.

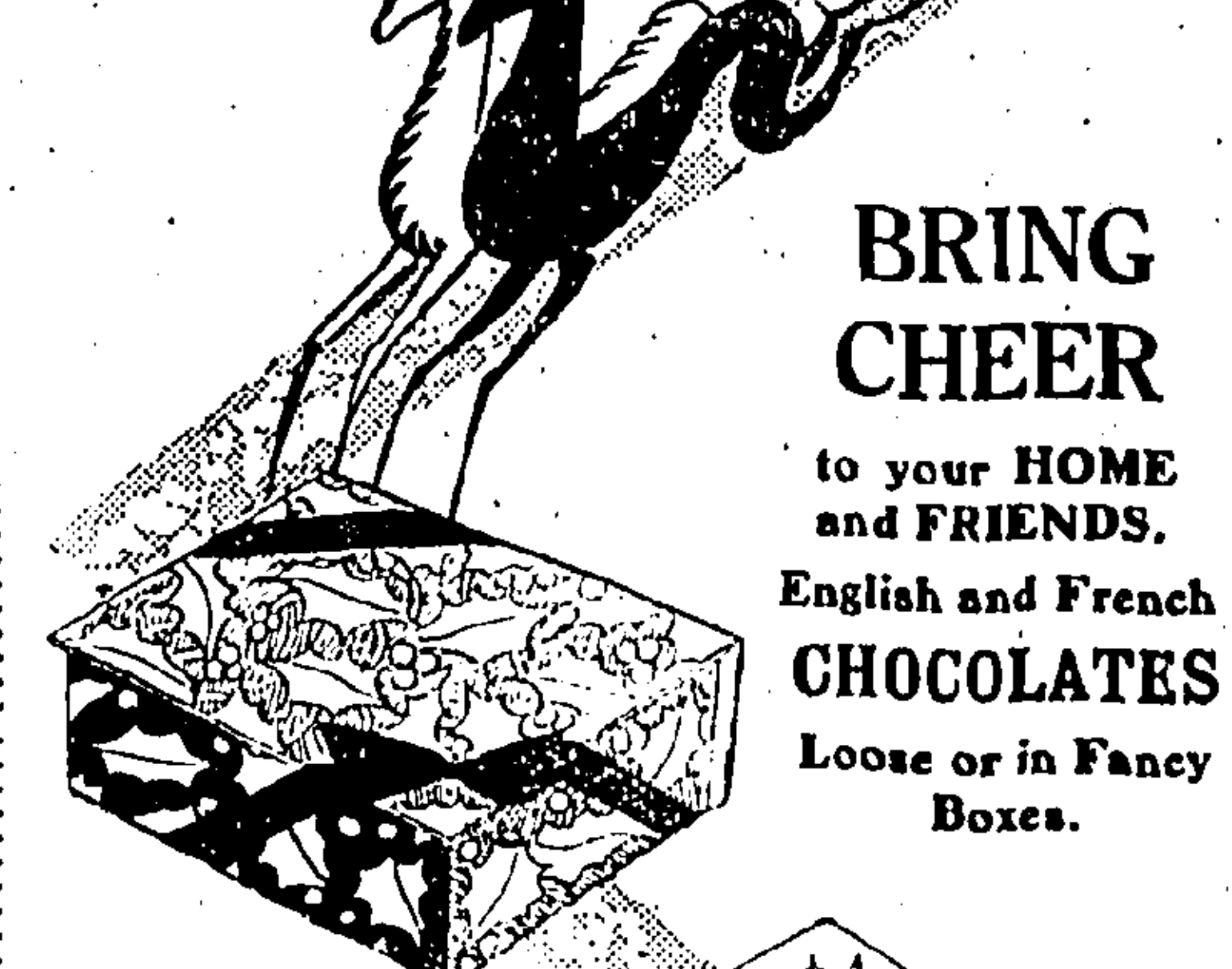


THE greatest qualities of men and things do frequently surpass our definition. But they are none the less unmistakable. The rare excellence of Peter Dawson Whisky (guaranteed pre-war quality) is not to be crystallised in words, but the wide acceptance of Peter Dawson among connoisseurs is ample evidence of its existence. Drink and know the excellence that is beyond definition.

Sole Distributors:—

H. RUTTONJEE & SON, 15, Queen's Rd. C.

SHOP EARLY!



BRING CHEER

to your HOME and FRIENDS.
English and French
CHOCOLATES
Loose or in Fancy Boxes.

CONFEC-TIONERY

of all kinds—
CHOCOLATES,
FRUITS, NUTS,
BON-BONS
and
NOVELTIES.



X'MAS CRACKERS

For your party

All the latest

THE FRENCH STORE

8 & 9, Beaconsfield Arcade.

DANTE KNEW

"How salt the savour is of others' bread," said Dante, "and how sad a path it is to climb and descend another's stairs." Let Life Insurance—poverty's greatest enemy—protect your loved ones and also provide for your own dependent years.

Enquire to-day

THE
MANUFACTURERS LIFE
INSURANCE COMPANY

HEAD OFFICE - TORONTO, CANADA.

Mr. E. J. R. MITCHELL

District Manager.

Manufacturers Life Insurance Co

in CHATER ROAD.
Tel. 20601.

"Just
What
I Want."

When Christmas Shopping
Days grow less and less,
and you are in a quandary
as to what to give the
several feminine members
on your Gift List.....
decide on **HOSIERY**.....
the always appreciated Gift.



GORDON'S
The Specialists.



**KUPPER
BEER**

IS
**CHEAP
BEER.**

Because its popularity throughout
the world enables the Brewery to pro-
duce vast quantities economically.

Obtainable at all Stores
and Restaurants and from

Caldbeck, Macgregor & Co., Ltd.
Princes Building,
Ice House Street.
Tel. 20075.

THE ASIA COAL & BRIQUETTING CO., LTD.

Manufacturers of Coal Ovoids or briquettes under the trade name of
"Cokets."
A high grade fuel for Bunkers, factories and household.
A ton of "Cokets" does the work of 1½ tons of ordinary lump coal—
a great saving in dollars and cents.
Satisfactory service guaranteed. Less work in firing, steam raising
and in ash removal.
Special prices quoted for bunkers and factories upon application.
Ask for samples immediately.

RULING CASH RETAIL PRICES FOR HOUSEHOLD:

Hongkong:—\$19.00 per ton ex godown. Delivery charges extra.
Kowloon:—\$19.00 per ton delivered.
For full particulars about delivery charges, please apply to the
Company's Office, China Building, 2nd floor.

MASSEUR R. SHIMIDZU.
ASSEUSE S. HONDA.
ASSEUSE S. KISAKI.
Recommended for many years of
Government Civil Hospital, Peel
Hospital, etc., and by all the local
doctors.
24, Wyndham Street Tel. 24945.

MASSAGE HALL.

MRS. S. UZUNOYE
87, Queen's Road C., 2nd floor
Expert Masseuse

WOMEN'S WORLD FOR OUR LADY READERS.



Picture above are smart American society women who appeared as mannequins at a
benefit dance for the Henry Street Settlement in New York recently. Left to right: Mrs.
Walter P. Jacob, in a black lace dinner gown with contrasting top and bertha sleeves; Miss
Mary Kelley, illustrating the new evening neckline with star decoration; and Miss Mary Ru-
therford Pierpont, with corse coloured pyjamas in a combination of lame and crepe de chine.

HIGHER HEELS.

Must Accompany Long Skirts.

Evening shoes with 3-inch heels
and very high insteps are dis-
played at the Shoe and Leather
Fair as the inevitable accompani-
ment of ankle-length skirts. Last
winter the average evening heel
was 2½ inches high.

Hard Wearing.
The new evening shoes should
have a longer life than their pre-
decessors. Calfskin, dyed to pastel
shades and stamped to imitate line
lizard, forms many vamps and
heels, the backs being covered in
brocade or crepe de chine. Very
narrow thongs of leather, dyed in
two such shades as eau de Nil and
silver, are plaited to make other
vamps, while another useful style
is made in hardwearing artificial
silk.

Heels of day shoes are cor-
respondingly flatter, 1½ to 2 inches
being the general height for the
Louis and 1½ inches for the
Cuban heel. The former is now
invariably straight.

With a few exceptions shoes for
day wear are definitely simpler.
Black Java and Indian lizard,
mousse-brown python and lizard
strapped with brown matt kid,
matt calfskin with python inser-
tions, and baby crocodile are used
for the most chic styles.

Catfish Shoes.
Ostrich shoes threaten to become
dearer, as the output from South
Africa is limited. Sharkskin is be-
ing used increasingly, and experi-
ments are being made with several
other fish skins, among them the
dolphin, sea-wolf, and European
catfish.

One stand-alone shows fancifully
trimmed shoes. A white-edged
leather bow on the side of a black
shoe, tasselled laces, an imitation
zip fastening on the vamp of a
brown and white court shoe, and
little folds in the vamp of another
court shoe were among the novel-
ties there.

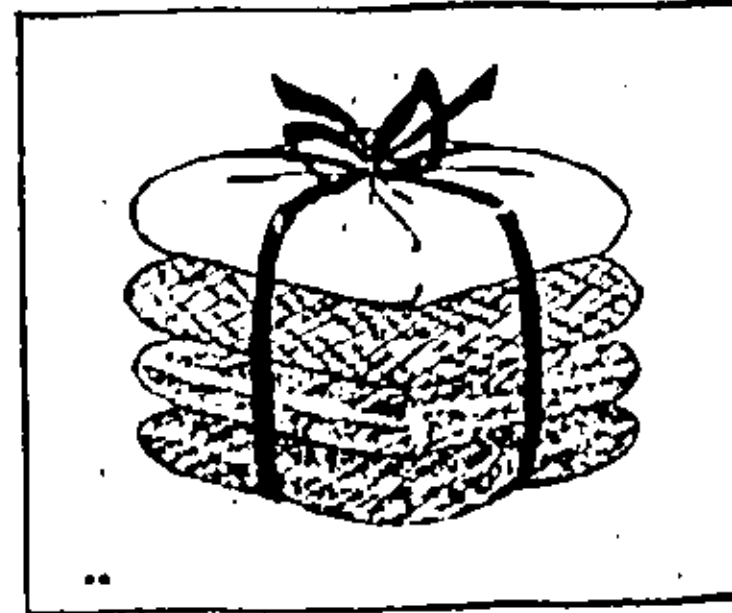
FOR XMAS.

Try Making This.

Since this is a winter of more
delicacy and elegance, a pack-
et of little coloured sachet pillows
would make a nice Christmas gift.

Each one of the four or six that
you include in the packet, should
be made of a different coloured taf-
feta, satin or organdie, to give a
pleasing rainbow effect.

Two pieces of material eight by
eight inches are required to make



one of the new big square sachet
pillows. Cut two squares of sheet
cotton slightly smaller in dimen-
sions so that when hems are taken
off the silk, the cotton will fit in-
neatly.

Press small hems in around
both pieces of silk, and spread a
thick layer of the sachet between
the two layers of cotton. Fitting
them neatly on one side of the
sachet pillow, place the other side
on top and sew together, securing
the outside in over and over stitch,
as fine as possible.

If you are very ambitious, you
can do a quilted star on each, or
some other design, by using
matching silk in a running stitch.
It is not necessary, however, if
you put a single stitch through the
very centre of each pillow to hold
the cotton and sachet in place.

FASHION NOTES.

Velvet Plays An Important Part.

Long white gloves are back for
evening wear and are worn wrinkled
up the forearm with, in many cases,
bracelets over them. Although
some may not like it, to be vamp-
like is a la mode.

Velvets will play an important
part in winter fashions. The dress-
makers are using stiff pile and
transparent velvets, as well as
velvetons, and, later on in the
season, they will be trimmed with
fur for afternoon and evening
ensembles.

The dressmakers are showing for
the colder weather, evening
costumes of supple velvet, top-
ped with long capelets of
faile, often in a lighter contrast-
ing colour, lined with the velvet
and trimmed with fur.

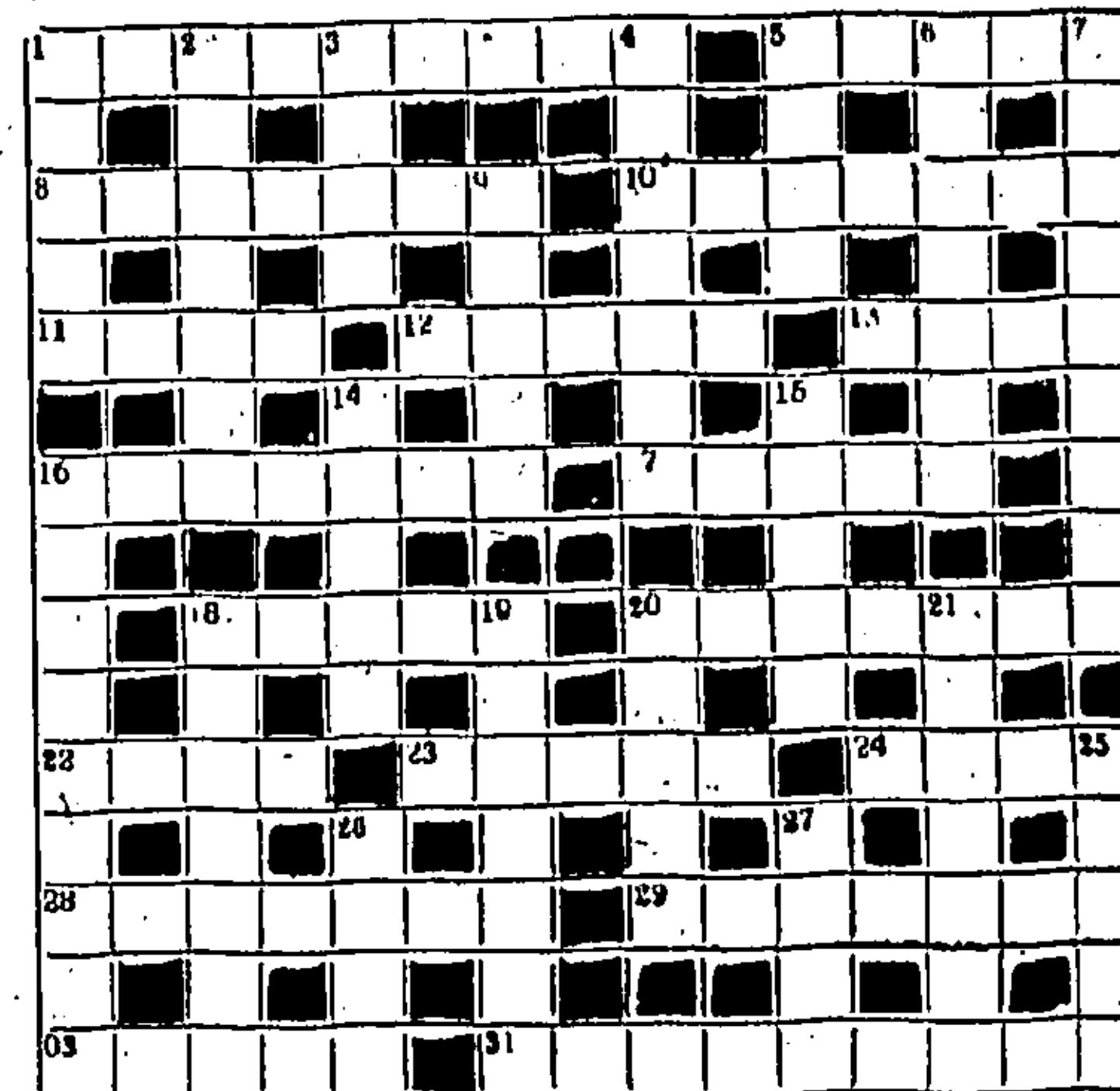
Printed velvets appear to be a
thing of the past, and, in general,
there will be fewer patterned fabrics
than during the summer. Broad-
cloth and thick woollens, trimmed
with brown or grey astrakhan
Bretschneider or poulain, will be
the favourites after velvet. The
dressmakers are showing piece-dyed
sueing tweeds in a single colour for
sports wear.

Old-port wine red, pale mauve,
opaline, and flesh-pink are notable
colours this season. Black velvet,
unrelieved or touched up with lace
or fur, is used for both afternoon
and evening wear.

MULTI-COLOURED PENCIL.

To be able to mark a document
in twelve different colours and
still only use one pencil is certainly
an achievement. The pencil is
painted a bright red shade and is
quite large. It contains metal
holders each fitted with a different
coloured crayon, and any one may
be used at will by a twist of the
pencil.

OUR BRITISH CROSSWORDS.



Across

- 1 "Cite other" (anag.).
- 5 To do this is becoming popular.
- 8 Found in jazz bands.
- 10 Wandering.
- 11 Take this, for safety, when crossing busy thoroughfares.
- 12 An important man in a whole-sale house—though not a customer.
- 13 In France this is unbleached, but it contains a cure.
- 16 Although this sounds like the commencement of a question about a famous English cricketer, it merely means spear-shaped.
- 17 For this is a strong place.
- 18 "Remuneration! Oh! that's the word, for three farthings."—Love's Labour's Lost.
- 20 An English river begins to per-form.
- 22 This is full of men—Mary is in it, too.
- 23 Sale velvet, chenille and repp, is all you will see (hidden).
- 24 Its flag is never furled.
- 25 To be of use is one end of toil.
- 30 Bird of prey.
- 31 Superlatively honest, from the time before repose.

Down

- 1 This contradicts itself at the bot-
tom of a well.
- 2 In boots, might fit a policeman.
- 3 What is the greatest part of a
needlewoman's outfit?
- 4 "A few more chimings of those
—bells."—Longfellow, "Michael
Angelo."
- 5 What kind of pie may be found
in a playground?
- 6 Charges.

- 7 When the clientele is this, the
fees will match.
- 9 Draw out.
- 14 Beatrice conducted him through
Purgatory.
- 15 It is a case of both or none,
and we listen eternally to the
row (hidden).
- 16 "Hil vote Art!" that is my
advice (anag.).
- 18 Here a politician comes in foot-
sore.
- 19 These, though sharp, are prac-
tically useless.
- 20 This must take place.
- 21 When you are unconscious you
will be about right.
- 25 You will be unable to rent this
little bit of land as it is let
already.
- 26 There must be a good deal of
this in your bed for comfort.
- 27 More of this head is a school-
boy's word.

Yesterday's Solution.

QUARTERMASTER
NINE
FRANTIC CAUSTIC
UNITED HINDU
NAME TO IT BALM
DEFEAT SHILLIE
ANDANT ETERNAL
M
EXTRUDICHRONIC
NUTRITION
TRAPSCENTOMIT
ACCSULTAL
LATAKIA AWARDED
CUCUL
ARITHMETICIAN

The friends of Mr. F. M. Weller, of
the Sun Life of Canada, will be
glad to learn that he is progress-
ing favourably after his operation

at the French Hospital a few days
ago. He is quite out of danger
now and is expected to leave the
hospital before the holidays.



Drink this **NATURAL Cows Milk**.

No one need be denied the advantage of a regular
supply of **NATURAL Cows Milk**—not even in tropical
countries.

Buy "Bear Brand" Swiss Milk, which is **NATURAL**
cows milk from the world-famous pastures of Switzerland.
Sealed in tin and sterilized, it reaches you in a perfectly
pure and fresh state, free from any impurities.

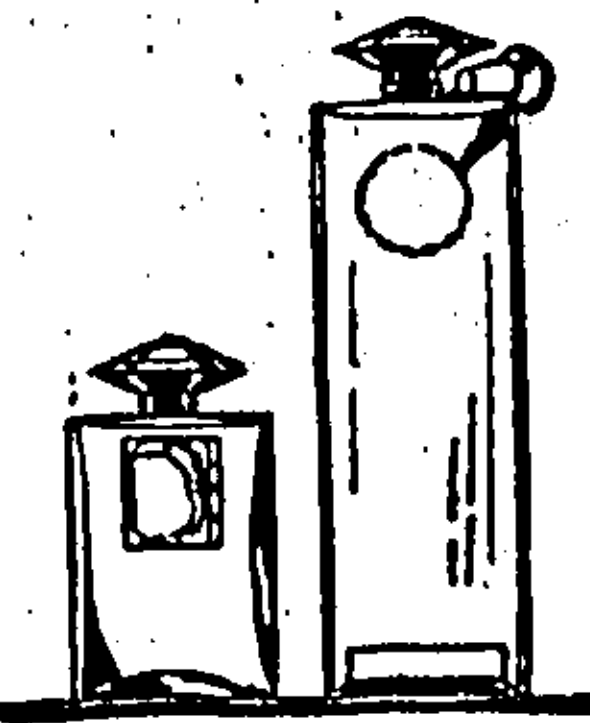
Drink natural cows milk daily by asking for "Bear
Brand."

Bear Brand
NATURAL
SWISS MILK



FOR HER CHRISTMAS PERFUMES

They are Gifts that
Bring Happy
Remembrance
of the Giver
Long After
the Holiday
Season is Past.



THE PHARMACY
(FLETCHER & CO., LTD.)
Asiatic Building, Tel. 20345. 26, Queen's Road.

FRECKLES AND HIS FRIENDS



Oscar's Sure

By Blosser

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices
UNEQUALLED BY ANY SIMILAR PRODUCT
THROUGHOUT THE WORLD.

FORMAZONE

The NON-ALCOHOLIC CHAMPAGNE. An excellent
substitute for sparkling wine, possessing the same
wonderfully stimulating and refreshing qualities.

A. S. WATSON CO., LTD.

Aerated Water Manufacturers.
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The Hongkong Telegraph.

SATURDAY, DEC. 13, 1930.

AN UNTIMELY SPEECH.

Mr. Winston Churchill appears to be building up a reputation as Britain's most irresponsible and mischievous politician. Not for the first time in recent times has he "rushed in where angels fear to tread" by delivering himself of sentiments in connexion with the Indian Round Table Conference which are no credit to himself or to the Party to which he belongs. One would have imagined that the dictates of common prudence would have prevented any man who lays claim to being a statesman from saying the least thing which would belittle the Conference in the eyes of Indians at a moment when the hopes of success are far greater than had been anticipated. Even if that consideration does not weigh with Mr. Churchill it might have been reasonably hoped that he would commit himself to no utterance likely to create an awkward situation for the members of his own Party who form part of the Conference now sitting.

What useful purpose Mr. Churchill imagines he is serving when he talks of the Conference having no power to frame a Constitution, and says that no agreement reached will be morally or legally binding on Parliament, we cannot imagine. He must know perfectly well that no-one for a moment suggests that the Round Table Conference possesses legislative powers, and that any decision arrived at must be passed by Parliament before it becomes law. On the other hand, it does not require much prescience to realise that a grave responsibility would rest upon any Parliament, however it is constituted, if it rejected a plan which had won the approval of the thoroughly representative body now considering India's problems. We can conceive no more effective means of encouraging Indian extremism than to suggest, as Mr. Churchill does, that the deliberations of the Conference really count for nothing at all. What is even worse is his implication, in the words "we shall be free to halt and retract our steps," that if the present Parliament should endorse the findings of the Conference, a Conservative Government might upset the whole agreement. We cannot for a moment believe this represents the official Party view, or that the Conservatives

who are sitting in conference with members of the other Parties and representatives of India would continue to participate in the proceedings if they believed that to be the case. Unhappily, however, unless some official disclaimer is forthcoming, these members will have been placed in a very invidious position as the result of Mr. Churchill's utterance.

On the general Indian question, this Tory talker does not appear to be very consistent. He accuses the Government of weakness, which is encouraging the extremists, yet admits that thousands of Indian politicians are now in gaol and that the Gandhi movement has been largely mastered. What more does he expect in the handling of a situation of extreme delicacy and danger? Seemingly, he is an apostle of repression in its severest form—the type of outlook which creates fresh troubles rather than smoothing the way to agreement. The Round Table Conference so far has made amazingly good progress, thanks to a very obvious and earnest desire on the part of all the delegates to work for a united India. If they succeed in their task, they will have written one of the brightest chapters in the history of the Empire and have solved a problem which has hitherto defied solution. Keeping that point in mind, it passes comprehension that Mr. Churchill's experience should go out of his way to cast reflections on the Conference and belittle its efforts. The only consolation we have is, as we observed in opening, that Mr. Churchill has latterly become noted for untimely and ill-balanced speeches. His latest utterance, therefore, may be regarded as merely another illustration of this unfortunate habit.

The Railway Problem.

These are critical days for British railways. Intensified road competition is cutting further into freight losses caused by the industrial depression and passenger receipts are also falling below average. Without a doubt, in these circumstances, a very good case can be made out for some relief in labour costs. The wages bill to-day is approximately £115,000,000 or two and a half times the figure in 1913. The statistics presented on behalf of the companies reveal that railway workers have enjoyed a much greater rise than average employees in other industries and trades. The approach to this problem, however, demanded care and tact and the proposals submitted by the Managers show signs of neither. It would seem that the companies deliberately made demands which the Unions were bound to refuse in order to pave the way for a compromise of a less drastic nature. It was poor strategy and the Unions have countered in the only possible way, a demand for increases! Fortunately there is room for conciliation. The machinery in operation to prevent a stoppage on railways is very extensive and forms a formidable bulwark against hasty or ill-considered action. The two sides are expected to come to grips for the first time next week when they appear before the National Wages Board, on which users of the railways have a substantial voice. It may be noted that reductions in wages are not the only proposals put forward by the companies. There are certain conditions of service, costly in operation to some extent, on which relief is sought. They request that the standard 48-hour week shall include Sunday duty when required, whereas under present conditions, railwaymen get overtime pay for working on Sundays. All the demands, if conceded, would, it is estimated, result in a saving in labour costs of over £10,000,000. Officially it is stated that the traffic receipts of the four companies will be lower than last year by £10,500,000. In other words, the companies are seeking to wipe out the deficit by a wages counter-balance, paying no regard to the fact that reduced

DAY BY DAY

NEVER SAY AN ILL THING OF A PERSON WHEN THOU CANST SAY A GOOD THING OF HIM; NOT ONLY SPEAK CHARITABLY, BUT FEEL SO.—Elizabeth Fry.

It is notified that the Wo Fat Steamship Co., Ltd., and the Seen Co., Ltd., have been struck off the Register.

His Excellency the Governor has reappointed Dr. Wong Tze-chun to be a Member of the Midwives Board for a further term of three years.

It is notified that at the expiration of three months, the Victoria Food Products Co., Ltd., will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Observatory returns for November show that the average mean temperature was 70.7, the highest being 86 and the lowest 60.9. There were 205.6 hours of sunshine and 0.635-inch of rain, whilst the average humidity was 70.

Passengers who arrived here by the Blue Funnel liner Sarpodon included Mrs. Alabaster, Mr. and Mrs. H. A. Pearson, Mr. and Mrs. A. H. Penn, Mr. and Mrs. Percy, Mr. and Mrs. J. P. Sherry, Mr. J. A. H. Plummer and Mr. M. M. Watson.

It is notified that the Governor-in-Council has appointed Saturday, the 27th December, to be observed as a general holiday. The Imports and Exports Department will be open for the purpose of Revenue collection and issue of permits only from 9 a.m. to noon on the above date.

In connexion with the Shanghai bank frauds, of which we gave a report yesterday, we are asked to state by the National Commercial and Savings Bank, Ltd., that its Shanghai branch has had no business dealings either with Paul Georges Varenne or with Varenne and Co.

In order that a complete list may be maintained for record purposes, it is requested that those ladies and gentlemen, resident in Hongkong, other than those now serving in His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, will inform the Chief Clerk, Colonial Secretariat, unless this has already been done, with 14 days.

It is notified for general information that by Exchange of Notes a commercial *modus vivendi* on a reciprocal most-favoured-nation basis has been established between His Majesty's Government in the United Kingdom and the Egyptian Government. The agreement recorded in this exchange of notes provides for similar reciprocal most-favoured-nation treatment between Egypt and Hongkong, and is to remain in force until the 16th of February, 1931, unless previously replaced by a Treaty regulating definitely the commercial relations between the United Kingdom and Egypt.

Receipts must mean some saving in expenditure, and apparently ignoring other means of effecting economies in working costs. It is not, therefore, surprising to find a spirit of resistance among the men. A good deal of heat is likely to be expended before the issues are settled.

HIGHER AND HIGHER IN NEW YORK.

By W. F. Bullock.

NEW YORK'S present skyline is a wealth of skyscrapers that would make the "utmost towers of Babel" look like pimples on the earth's surface.

Five years ago a stranger passing up the harbour would gaze with astonishment at the group of mighty buildings rising so strangely on the tip of Manhattan and then he would be conscious of a sudden cessation of wonder as the upper reaches of the island presented—except for a few buildings—the normal appearance of a growing city.

To-day all is changed. Skyscraper towers are so thickly massed round midtown New York that those on lower Broadway are fast losing their unique exotic character. The modern skyscraper is pushing its way higher and higher up the island and, jumping over East River, rises again in Brooklyn.

The wonders of the ancient world cannot vie with these stupendous structures, which are interspersed on all sides with residential flats only less lofty than their office neighbours.

I will not dwell on the beauty of this modernity, preferring to tell the epic of labour that lies in its construction. But, incidentally, it is worth noticing that the roofs of some of the largest skyscraper flats are—as someone has said—country estates in the clouds.

85 Storeys.

One, for example, has a tennis court, a miniature golf course, a croquet lawn, intermingling with flower-beds and hedges. Trees, from twelve to sixteen feet high, are planted judiciously here and there, while a brook runs through a green lawn and pigeons gather on the low walls. Far below the city's roar rises ever so faintly.

But the office buildings and not the "apartment houses" give New York its unique architectural grandeur. And one of the most amazing features of modern steel construction is the rapidity with which these "cities" within a city are built. The Empire State Building, the greatest of them all, is due for occupation just fifteen months after the old Waldorf Astoria Hotel, on the site of which it stands, was handed over to the house-breakers. The old Singer Building of 41 storeys held the world's attention for five years, until the Woolworth, 60 storeys, soared into pre-eminence. The Woolworth remained the world's tallest building for seven years. Yet, although it is less than three years since the Bank of Manhattan, 65 storeys, and the Chrysler Building, 68 storeys, loomed above the clouds, they are already outstripped by the Empire, 85 storeys.

Some say that the limit is reached, because floor space at these high altitudes cannot be let profitably. The Empire will be 1,248 feet high, and the American Institute of Steel Construction has set 2,000 feet as the limit for a skyscraper.

An Epic of Labour.

Let us watch the construction of such a building. The cost—the Bank of Manhattan, £2,000,000; the Chrysler, £3,000,000; the Empire, £5,000,000—plays an important part in the rapidity of their erection. They rise on a clock-work schedule, which alone enables the contractors to make their profits. You cannot pay skilled workmen £3 a day and have them idling on the job.

In this time-table, so exactly executed, lies the epic of modern American labour. I toured the Empire Building from its basement, 33 feet below the street level, to the mooring mast platform 1,200 feet above the same level. Finally, I stood on a small swaying platform reached only by ladders from the eighty-fifth storey. Before I scaled the "dizzy height," a foreman asked me to sign a certificate of exemption in case of accident. The contractors were taking no chances.

At the elevation only a small crane handling the steel girders stood higher than the air roared with the noise of riveting. I turned to the construction superintendent beside me and asked if his men ever went dizzy at such altitudes. He answered: "No, most riveters are what in Canada we call 'blue-noses.' They're one-time sailors, used to rigging, who drifted into iron shops during some slack winter months. Having learnt the job and found pay good they have stayed in it. They work in gangs of four and four the country. They're as happy up here as we are on the street."

At the peak of construction some 3,000 men representing 30 trades are engaged on these four-walled cities built to contain day populations of from 10,000 to 20,000. On the buy-roll of the Empire I read 384 brick labourers (hodmen), 328 arch-labourers, 220 bricklayers, 285 steel workers, 225 carpenters, 192 plumbers, 107 derrick men, and 105 electricians.

10,000,000 Bricks. They have put into the building 10,000,000 bricks, 2,000,000 feet of electric wiring, 75 miles of water mains, 200,000 cubic feet of stone, and 50,000 tons of steel.

Sixty-five lifts are in operation to the various floors, engaged in carrying every bit of material except the steel girders, which are hoisted up on the outside. The steel girders come straight from the Pittsburgh furnaces and are in place 88 hours after they have emerged white-hot from the blast. The master-link steel column, about five feet square, supports a weight of 5,000 tons, and other columns carry from 4,000 to 4,500 tons.

Each floor is a miniature workshop, equipped with its own railway, along which the trucks carry materials, with turning tables at key points for the ready handling of everything. Some floors are still festoons of electric cables and steel pipes the veins and arteries of the building.

In these days work never halts for weather, except that heavy rain will interfere with the riveting of the steel columns. No serious accidents have occurred on the Empire Building, one attractive "Safety First" precaution being the display of a picture of a child, while above are the words "Remember, I need you, Daddy."

Financial Cities.

When these "financial cities" are completed yet another miracle transforms them into the workaday habitations of busy men and women. Central agencies will undertake to find a suitable office, furnish it, and hand it over provided with every detail necessary for any business or profession. The lessee says what he wants. Then, if he wishes, he can at a certain day, arrive to work and find everything ready even to the typist secretary.

A subway will link the Empire Building with the great Pennsylvania station at which so many workers arrive from distant suburbs. Thus, someone working in the building will be able to leave home and arrive at the office with the minimum of exposure to bad weather. Shops on the lower floors will offer everything that one needs to buy. Doctors, nurses, bankers, and barbers will be at hand. Swimming pools and an athletic club will offer exercise. In addition will be rest rooms.

As the last real American touch, the city's lift laws have been rewritten to permit occupants to shoot up and down at the rate of 1,000 feet a minute. What more can life offer?

A fawn Alsatian bitch belonging to Mrs. Hope, the wife of Lieut. J. W. Hope of the South Wales Borderers, residing at Kingsclere Hotel, has been reported as missing. The animal, which rushed out of the front door as it was being opened by a servant was wearing a collar bearing the inscription "J. W. Hope, Penlan, Crecon."



"I'm afraid I'll have to make this car do another year. Father said I needn't expect much Christmas."

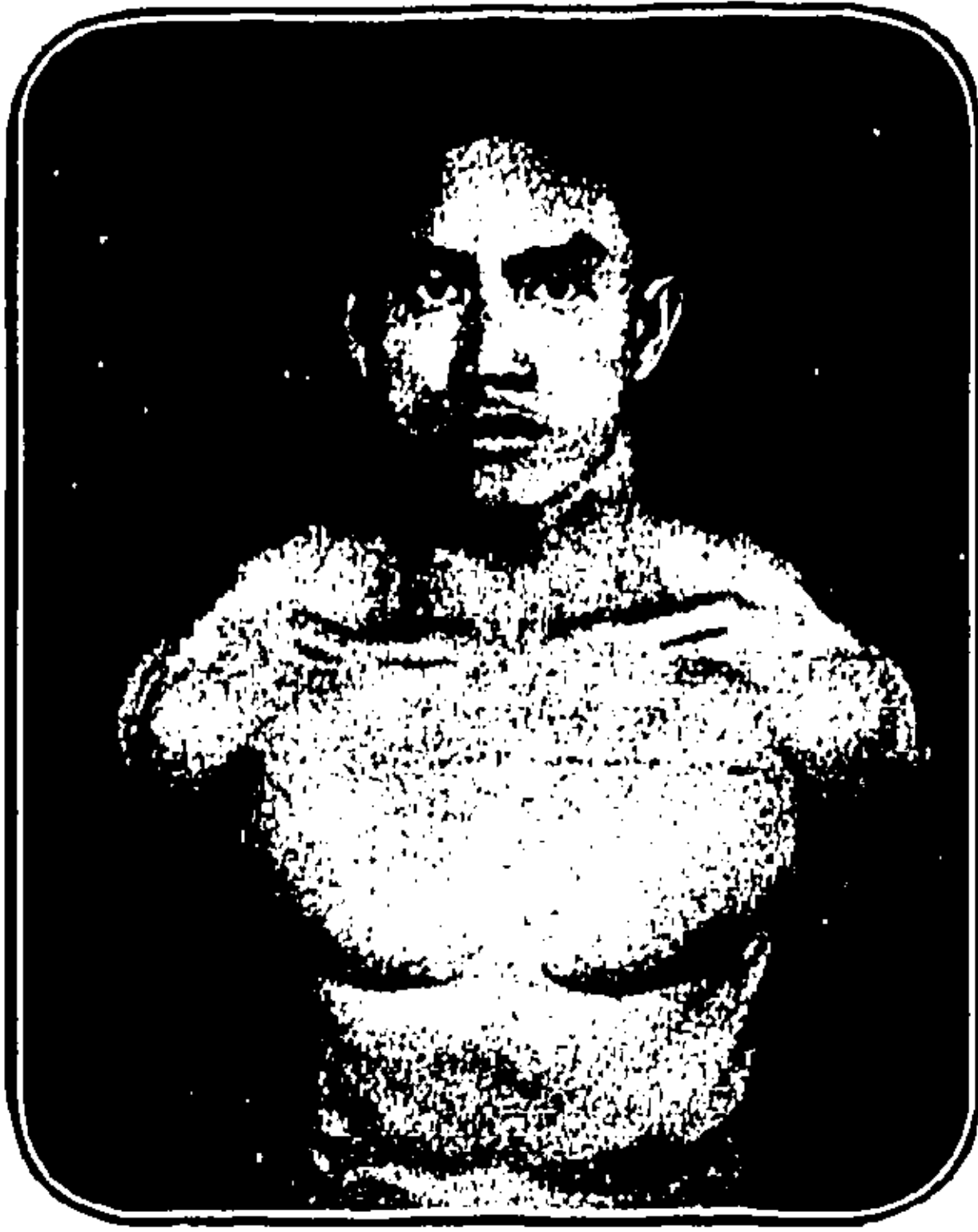
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"SIX" 70-horsepower
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 25, Queen's Road Central. and at STUBBS RD.

Hongkong Telegraph.

Pictorial Supplement

December 13th, 1930.

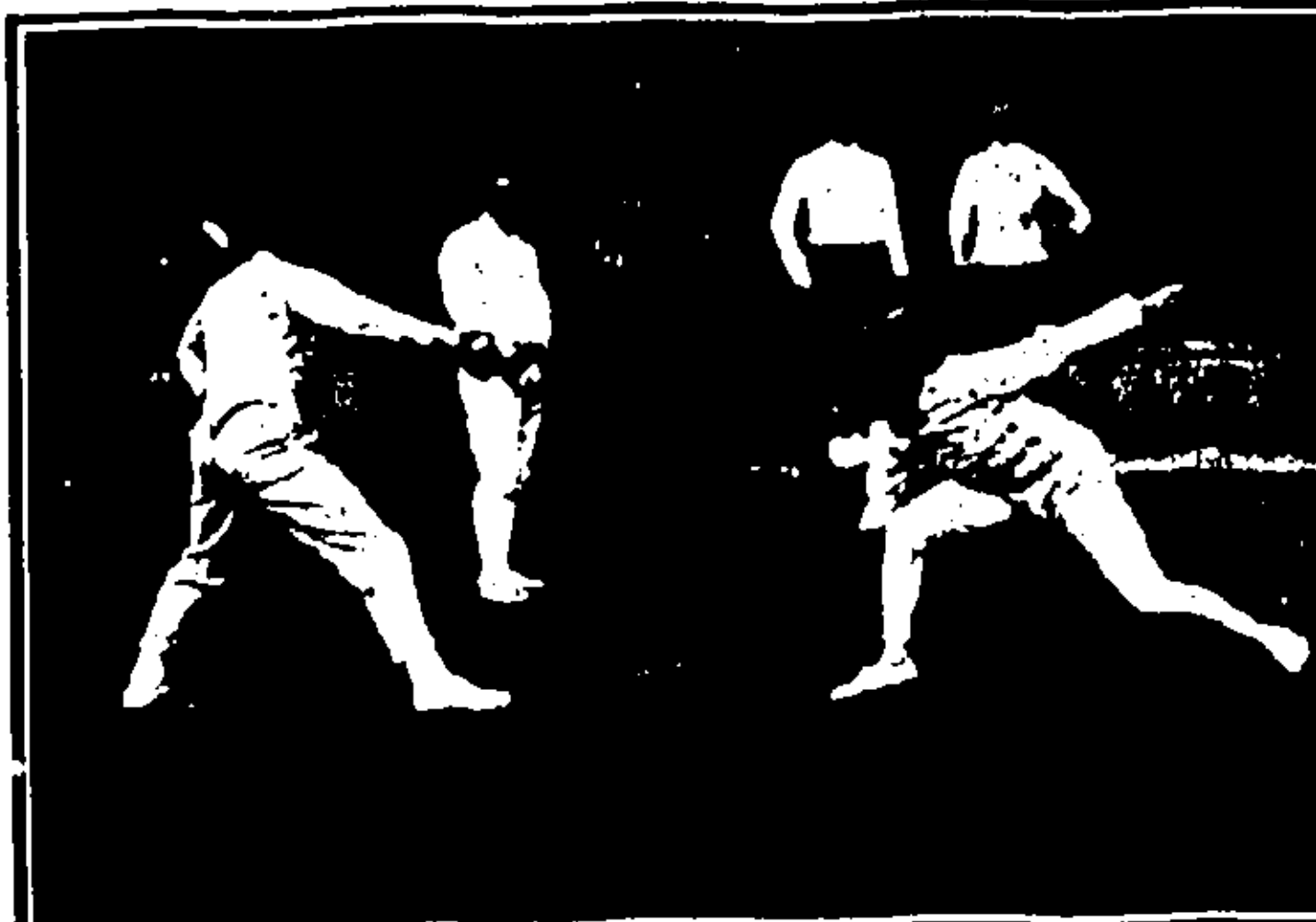
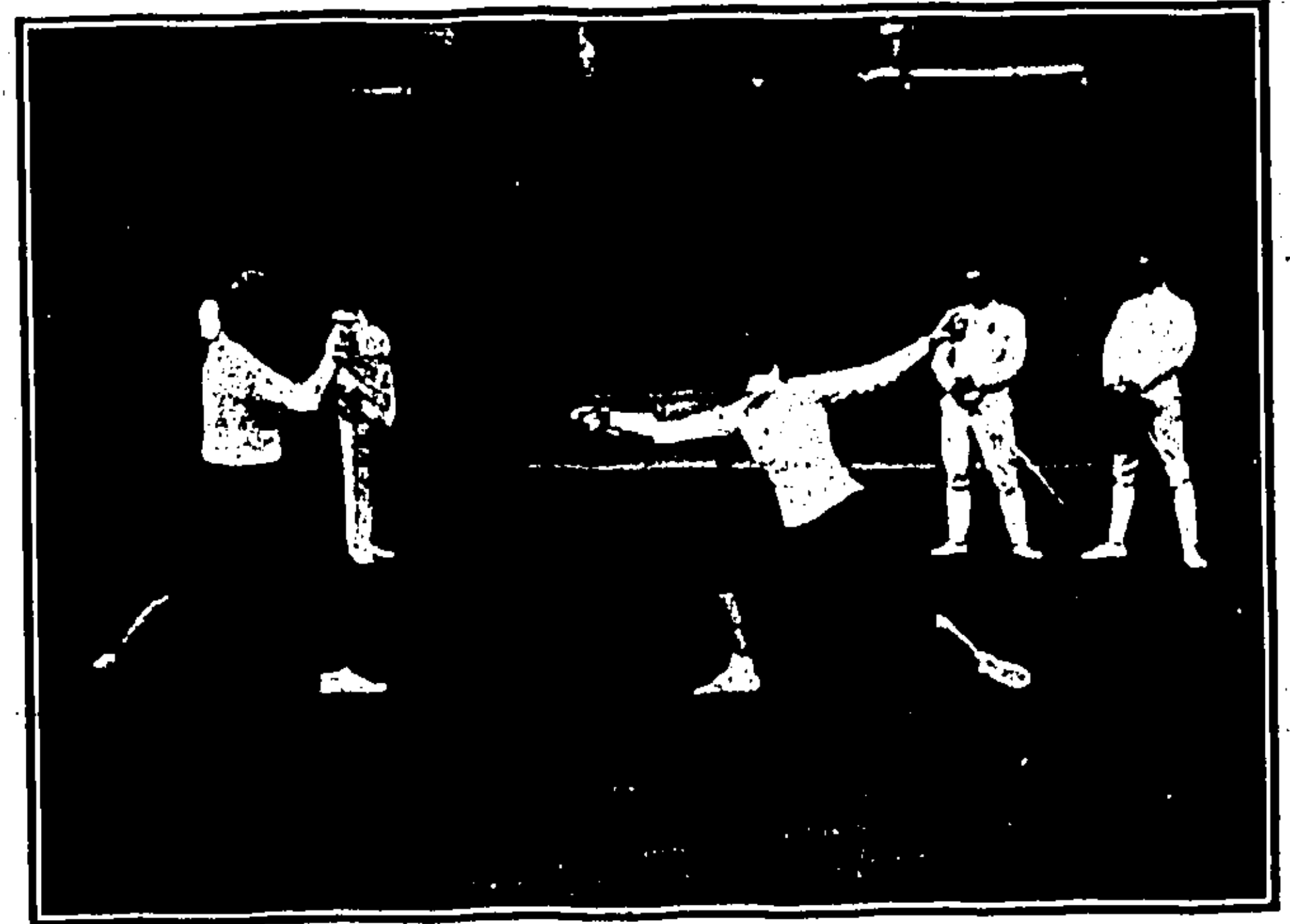
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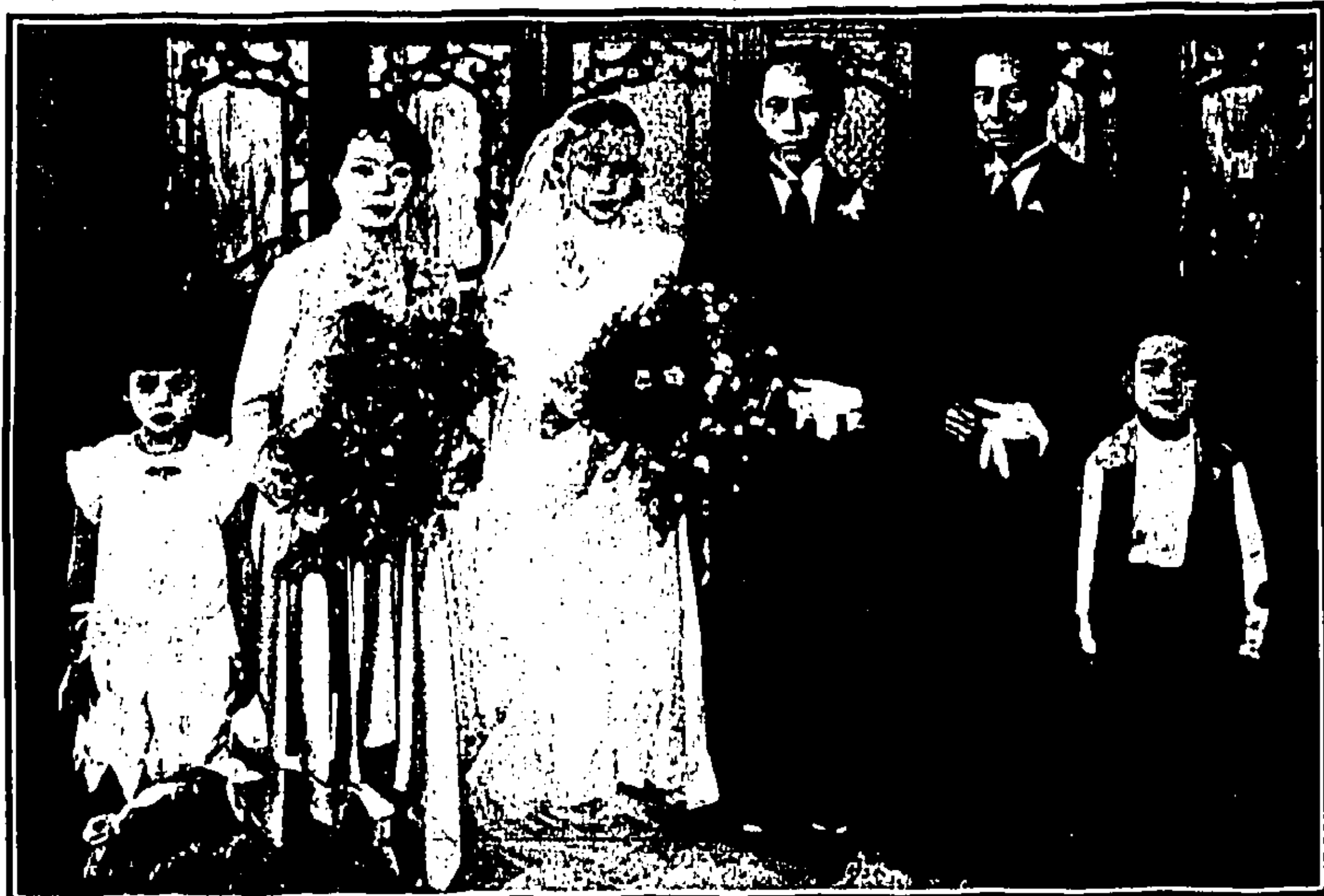
Dr. K. C. Yoo, M.B., B.S., D.P.H. (Cant.), D.T.M., and H., one of Professor Maurice's pupils, who recently broke the world's record in the Abdominal Raise.



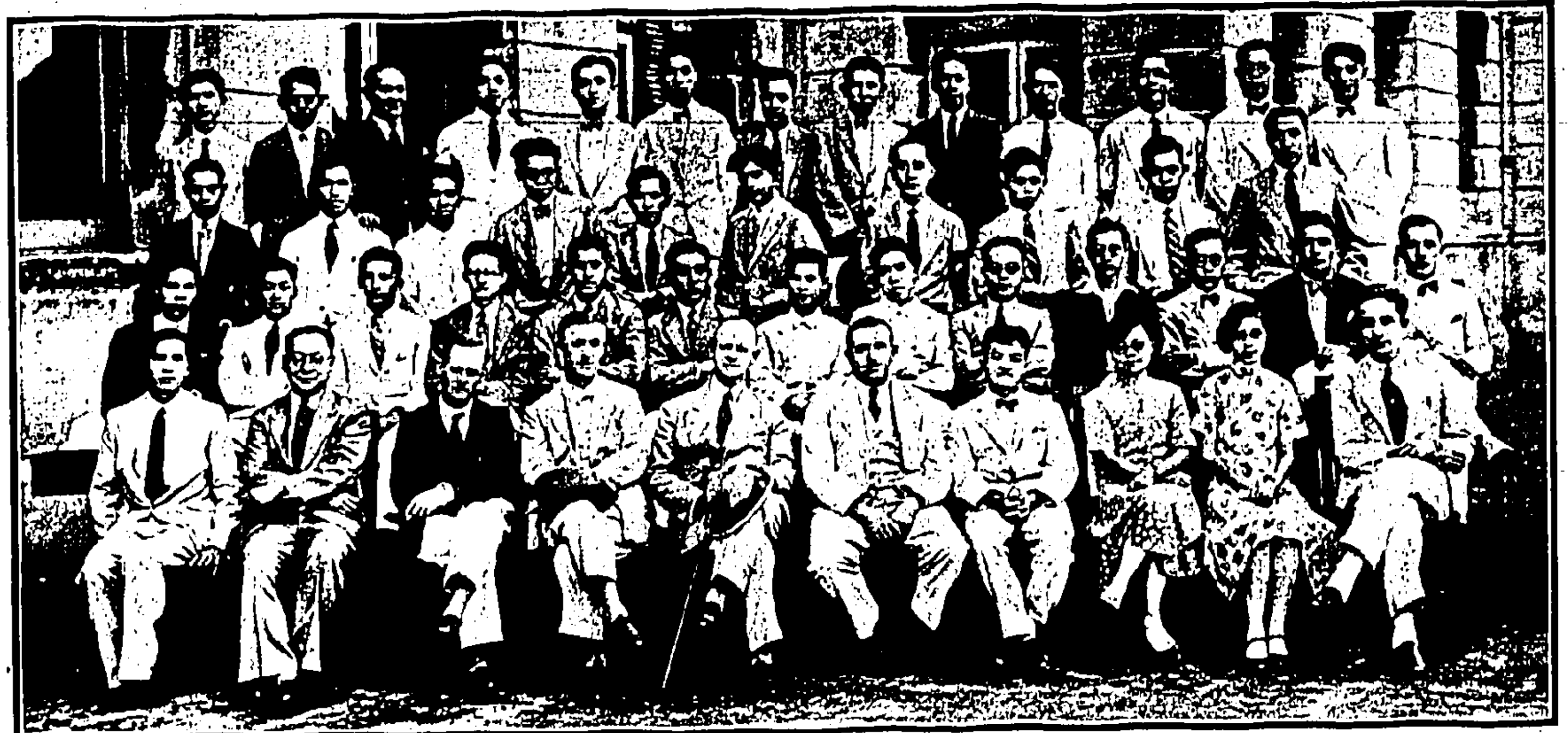
Group taken at the recent tea-party given by Sir Robert Ho Tung to Prince Purachatra of Siam. Left to right:—Standing, Mr. Ho Leung, Dr. Yeow, Mrs. Ho Leung, Sir Robert Ho Tung, Miss Grace Ho Tung, and Mr. J. T. Bagram; sitting, Mrs. Robert Ho Tung, Mrs. Bagram, Lady Ho Tung, Prince Purachatra, Mrs. M. K. Lo and Miss Leung. (Photo: A. Fong).



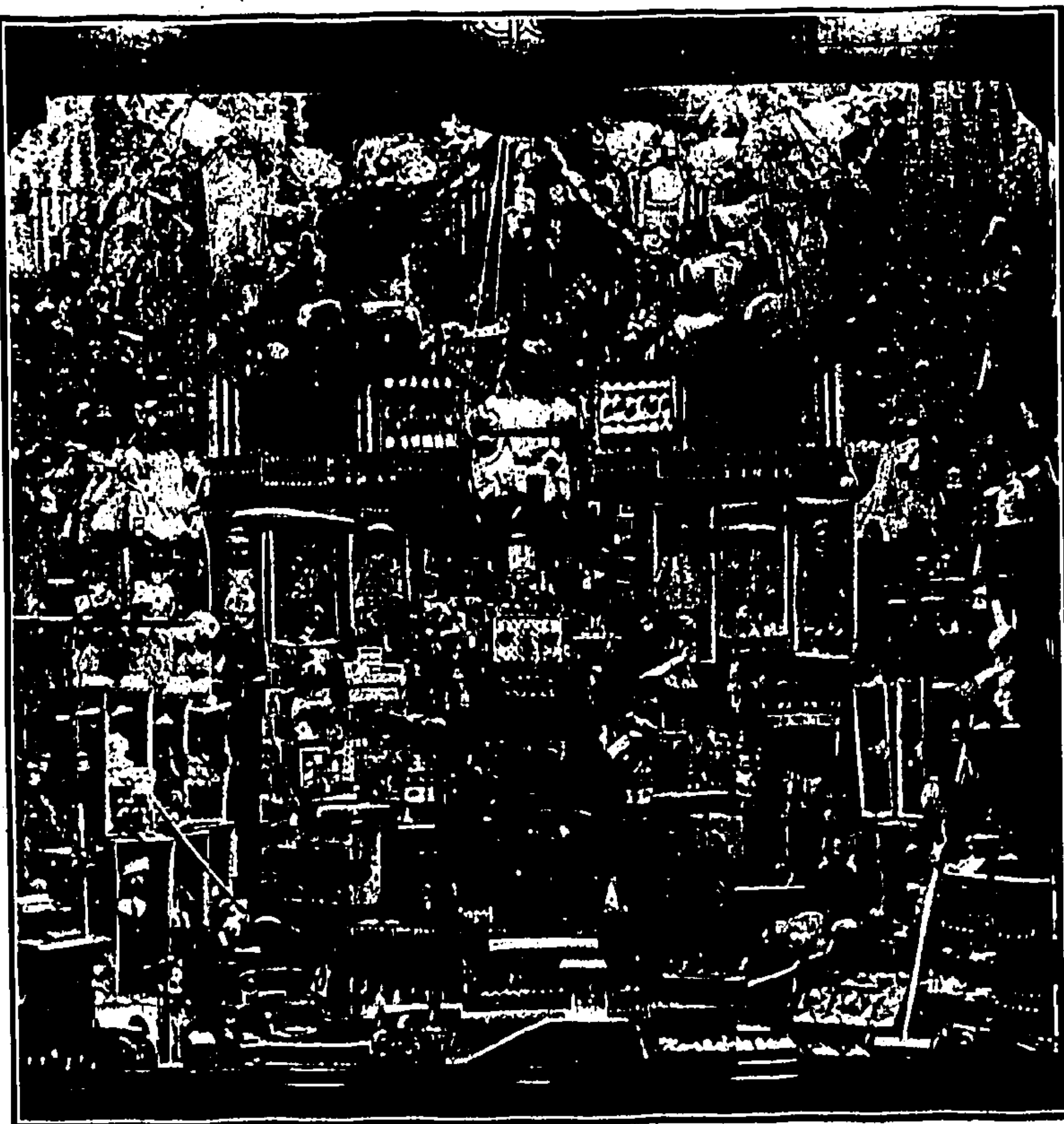
Interesting snapshots of fencing at the Yacht Club are seen above. Top right shows Miss Joan Beavis (right) and Miss Ainslie Hallifax engaged with foil; bottom left, Commander Southby (right) and Lieut. Alinger in sabre bout; bottom right, a moment in an epee fight between Mr. Locke (right) and M. Pinguet. (Photos: Mee Cheung).



Bridal group taken at the Kam Ling Restaurant after the wedding, on November 29th, of Mr. Mok Yue-ki and Miss Chan Yee-fan. (Photo: Mee Cheung).



This group, taken recently, shows officers and members of the Medical Society of the University of Hongkong for the present year. (Photo: A. Fong).



This is not a scene from an Oxford Street, London, shop, but one of Messrs. Whiteaway, Laidlaw and Company's Christmas display windows which is at present attracting much attention.



King's Counsel, ridden by Mr. G. U. da Roza, being led in after winning the Middlesex Handicap, "B" Class. (Photo: Mee Cheung).



Marquis Hall, winner of the Essex Hurdle Race, being led in by Mr. Ho Kom-tong. Captain Colman was the jockey. (Photo: Mee Cheung).

WOMAN'S VERSATILITY: ONE MODEL: MANY CHARACTERS.



One and the same model, dressed in different costumes, successfully assumed the role first of modern Madonna (left) and then Scherezade, posing for these two well-known paintings by C. Besseron Chambers.

Saint or sinner? Madonna or siren? Every woman can become either for the time being according to C. Besseron Chambers, noted portrait painter and America's best known authority on religious paintings.

"Every woman is a potential actress," he maintains. "She can be a high lady, a street girl, a madonna or a witch by the mere adjustment of a shawl, the addition of a piece of veiling, or a jewel, perhaps. Women instinctively dramatize their surroundings, and become, at will, the heroines of romances, and tragedies that are pure figments of the imagination."

Mr. Chambers cited the painting of an Oriental siren that lured one with her very tranquility. Language of eye; this Eastern beauty gazed with Oriental immobility from the canvas, while romance

lurked in her full red lips, her half-bared shoulder, her folded hands. "I could take any quiet little homely body, give her a head-dress like that and a glided robe to match, and she would unconsciously imitate some of the spirit of the country that that costume represents. Francy dress balls prove my point for me. Haven't you noticed how women love to change their personalities at a masquerade?"

Chance to be "Different."

"A woman who spends her days tending the babies and doing the housework usually selects some exotic and slightly wicked costume for the occasion and has a perfectly wonderful time being whatever the costume signifies. The seductive, alluring woman, on the other hand, often becomes the demure Quaker girl, and the in-

dependent modern girl revels in becoming the hoop-skirted lady of yesterday."

Because of this chameleon quality in women, C. Besseron Chambers has never found it necessary to spend days hunting for just the right model. One girl with fine features can be a dozen characters, as he has proved by using the same model for his two very diverse pictures, "Madonna and Child," and the wicked "Scherezade," the immortal wise woman who saved her neck by keeping her sultan amused for 1,001 nights with the Arabian Nights Tales.

An American girl taught C. Besseron Chambers that every woman is an actress. He had succeeded in getting one or two very good pictures of this girl who had excellent features, but was seemingly

BURMA SEPARATION ISSUE. Some Facts About the Country.

The question of whether Burma should be separated from India is one of the matters to engage the attention of the Round Table Conference now sitting in London.

The Burmese are as distinct in race and language from the Indians as they are from the British. The Indians are mainly of Hindu stock. The Burmese are a Mongoloid race with affiliations with the Tibetans and Shans. The bulk of the Hindus are followers of the Brahmin religion. The bulk of the Burmese are ardent Buddhists. Their social system, manners and customs and dress are all different from those of the races which dwell in India. The Burmese, being Buddhists, recognize none of the social divisions of caste and custom which have been erected in India by Brahminism and make such vast cleavages in its society. The women of Burma occupy a position of freedom and independence totally unknown in India.

The educational and economic conditions in Burma for the mass of the people are superior to those

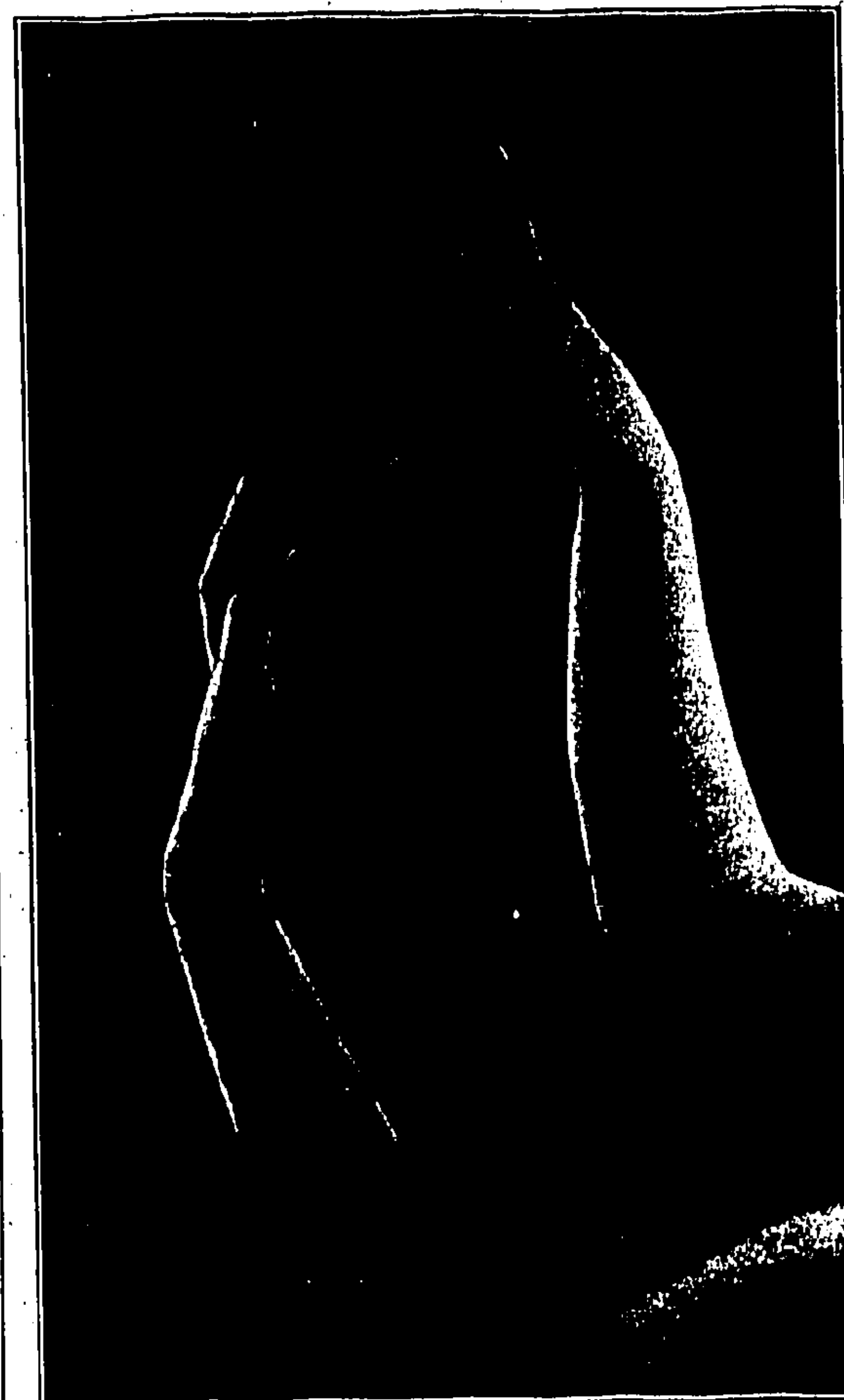
in India. For instance, the percentage of literacy among Burmese men is 51 per cent, a vast number compared to the mass of the people of India. This is due to the fact that every village in Burma has its Buddhist monastic schools, where the people are taught both their letters and their religion. The percentage of literacy among the women is 11.2, more than five times the proportion in India as a whole.

There is no bitter class antagonism in Burma as there is in



Sir Charles Innes, Governor of Burma.

India. From early days, apart from the royal house, there was no aristocracy in Burma. The average standard of living in Burma is much higher than in India. In India not only is there caste antagonism, but racial antagonism. There is practically nothing of the sort in Burma, tolerance being a leading tenet of Buddhism, which leads to a freedom from bigotry. India is a vast congeries of various racial stocks. In Burma the indigenous races form 91 per cent.



—OF COURSE, THEY'RE GORDON'S!

of the population, of whom nine millions are Burmese, 1,200,000 Karens and one million Shans.

Naturally isolated. There is another big thing which makes it unnatural for Burma to form part of the Indian government. Geographically it is very distinct from India. On the land side it is cut off from India by high mountains. By sea it is 700 miles from Calcutta and 1,000 miles from Madras.

Taking all these things into consideration, the commission, set up by Parliament to study Indian questions, has definitely recommended that Burma be separated from India. It stated it did this on two grounds—firstly, because it was the overwhelming and overshadowing sentiment of the Burmese people; and, secondly, that it would be hard to fit Burma inside a centralized system designed to advance the realization of responsible native government in India.

Burmese now sit in the Indian Central Legislature, but much of the time of that body is taken up with the discussion of purely Indian matters, which have not even an academic interest for Burma. Moreover the Burmese feel that much of the economic legislation which commends itself to the Indian Central Legislature often conflicts directly with Burmese interests. For instance, the tariff policy of India includes a substantial customs duty on imported steel. This is designed to help the steel mills of India. But Burma, which has no steel mills, wants to import cheap steel for the purpose of her oil industry and for general development.

The Statutory Commission was careful not to indicate what kind of constitution or government Burma should have, but did say it should be one that would ultimately lead to more complete self-government.

ST. GEORGE'S CHAPEL, WINDSOR.



Their Majesties the King and Queen, with other members of the Royal Family, together with Knights of the Garter and State and Court officials, attended a thanksgiving service for the completion of the restoration of St. George's Chapel, Windsor. Our picture shows the choir after restoration. (Times copyright).



When Dad comes home tired

HOME at last after a busy day! Nerves worn and ragged! Too tired to go out for an evening's amusement.

That is when a cup of delicious "Ovaltine" is particularly acceptable. The rich nourishment it contains banishes fatigue, rebuilds the nerves, and creates a new supply of energy and vitality.

Stimulants and drugs will not help you: These merely whip-up flagging energies and do no lasting good. Nourishment alone is the source of all energy and nervous force. Prepared from ripe barley malt, rich creamy milk and eggs, "Ovaltine" supplies that nourishment correctly balanced for every need of body, brain and nerves.

Not only when you return home tired, but also at breakfast-time you will find a cup of "Ovaltine" wonderfully invigorating and sustaining. Taken just before retiring it ensures sound, restful sleep.

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

It is economical to buy the larger tins.

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OF
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OPHTHALMIC OPTICIANS
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Fellows of the Worshipful
Company of Spectacle Makers,
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Fur-Bearing Fashions

Long coats for wear with silk and wool, jackets for tweeds, and trim for suits should be your rule



I. a gray goatskin, short but smart, with a rolled silk girdle, is shown by Peck and Peck.



II. this fit, in straight lines but with roll collar and flaring cuffs, is sponsored by Bonwit-Teller.

by Julia



III. glorious indeed is the wine-colored velvet with a million dollar fox collar... a Russek creation.



IV. something to write home about, or for, is the above Martini and Armand afternoon ensemble of fox-trimmed, brown, broadtail peluche.

ALL the smartest fashions you will wear this winter are fur-bearing, as perhaps you have already noticed. If you can afford it, nothing is jauntier or more correct than a good-looking long fur coat, under which you can wear with such comfort and satisfaction woolen or silk frocks.

If you want to be just too smart for words, you should indulge that suppressed desire for a short fur jacket to top your tweeds.

And last, but by no means least, you will need a trick little formal suit or coat of some kind for afternoons and informal evenings, which should have a fur trim.

If you want a long fur coat, you may of course have any of the classic standbys. Mink, if you can afford it, muskrat, if you can't. Hudson seal, broadtail, nutria, coyote, or what you like. If you want to wear it several winters, stick to some what conservative lines. You can have it slightly fitted, but don't have it ultra anything, for ultra styles usually survive only one season, and it costs money to have a mistake in styles rectified next season.

This year, for diversity and for genuine chic, there are many beautifully designed and unusual furs to be had. Fitch comes under this category. It is such a soft fur, and so decorative. If you are having fitch, do not go in for any fancy shapes. It is ornamental enough to be made plain and be exquisitely lovely.

I. If you are the jaunty type of young woman who looks her smart best in tweeds for daytime wear, you will want a short coat, of the jacket or refter type, made of fur, of course.

Since the very short jacket was so good early in the year, it is a mistake to buy one for winter time. Have it a little longer than a bolero. Hip length or a trifle below is the new good length for fur jackets.

An exceptionally good one for you, if you are a business girl or a professional who trudges to the daily job every morning, snow or rain. It is made of gray goatskin, a very serviceable fur, and a warm one. This coat has a little flare to its cut, but its sleeves and its collar are quite simple and give an air of current smartness to the coat.

There is a little rolled belt of the fur, but it is quite smart for you to wear a soft green or red suede belt with it, to match your tweed frock and your felt hat. The frock shown with the coat is gray and green speckled tweed, and it has its own ascot scarf collar of the tweed. The hat is a rich green felt with roll brim and band of satin ribbon.

II. AN admirable choice in a fitch coat is made on straight lines, with a soft flaring collar and sleeves that gather slightly into wide, flaring cuffs. It is a very feminine garment, one that will make you feel every inch a lady. Its skins are matched beautifully to give it a smart

horizontal striping, and the stripe that runs around the body portion rounds to hit the top of the sleeves, the back at yoke depth and the front a trifle lower. The collar has the light yellow portion next the face, a soft flattering color. This is the kind of coat you can wear with tailored frocks and a neat sporty type of hat, the one shown being in a lovely rust red.

III. IF you need an extra lovely afternoon outfit, one to wear to dinner in town as well as for parties after four, I suggest to you a gorgeous wine-colored velvet coat, amply trimmed in sumptuous blue fox.

It is a fitted velvet coat, with the fox fur collaring it and entirely outlining the front, closing and banding it where it ends, which is just above the knees. The sleeves are tremendously interesting, being cut in three tiers above long tight cuffs. It is a simply elegant outfit, coupled with a small beret in the same wine-colored velvet, banded simply in grosgrain and a crepe and lace frock in wine and ecru.

IV. AND now, if there is any way you can afford it, you will want and see every reason for considering a broadtail peluche outfit from Martini and Armand in a beautiful shade of brown. It is very formal. You won't want to wear it to the office. But if you intend getting around to many receptions, parties and restaurant dinners, it will come in more than handy.

It is a rather plain skirt, with front fullness and a coat that is exquisitely cut to fit the figure and then flare like a full Russian tunic. The three-quarters coat and the collar and the elbow portion of the sleeves are regally furred in fox to match the brown of the material.

A long tunic blouse in turquoise blue satin completes it, making it a most unusual outfit, both in its material and its color combination, not to mention its lines. A little hat of the same brown as the suit is made of its material.

V. IF you must go to the office, and yet look ultra smart for a conference or a tea in the afternoon, there are luscious velvet suits, in patterned prints, that are quite the right thing for you.

One of these is made of the new broadtail velvet, in black, with a perfectly elegant silhouette. The skirt has slight flare, but the three-quarters coat goes it one better and is almost fitted in the back and semi-fitted in the front. The sleeves of the coat have a cuff that opens on the outside at the wrist, fastens with a little button and shows the oyster satin lining slightly. There is a handsome tall black fox collar to set off the suit superbly.

The overblouse of oyster white satin is made with an unusual hipline, rounding up over the hips slightly from a pointed front and rounding down again in the back. It has a double belt of black and oyster white satin.



V. good for either business or social huddles is the Madame Frances creation in black broadtail velvet, trimmed with black fox collar.

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Hongkong Telegraph.

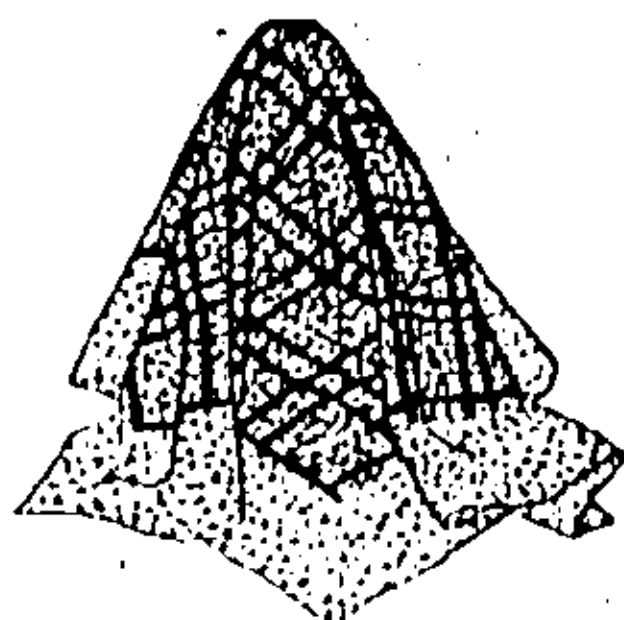
Pictorial Supplement

December 13th, 1930.

SHOP EARLY!
ONLY **9** SHOPPING DAYS TO CHRISTMAS!

WHITEWAYS

A Favourite Gift

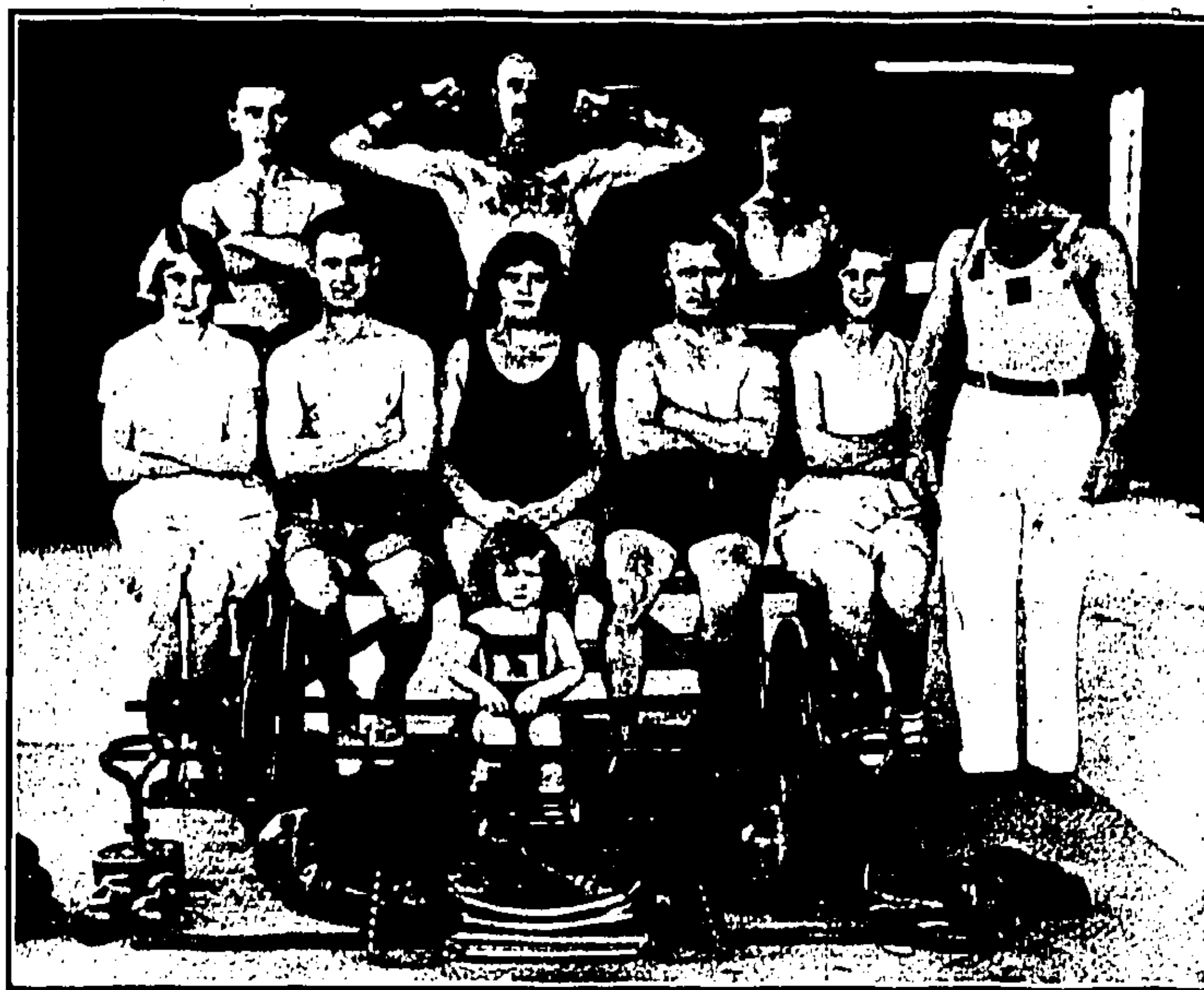


Silk Handkerchiefs are much favoured as gifts by many, and we have an immense selection of beautiful patterns and colourings which are of good taste, and carefully chosen to harmonize with the clothes men now wear.

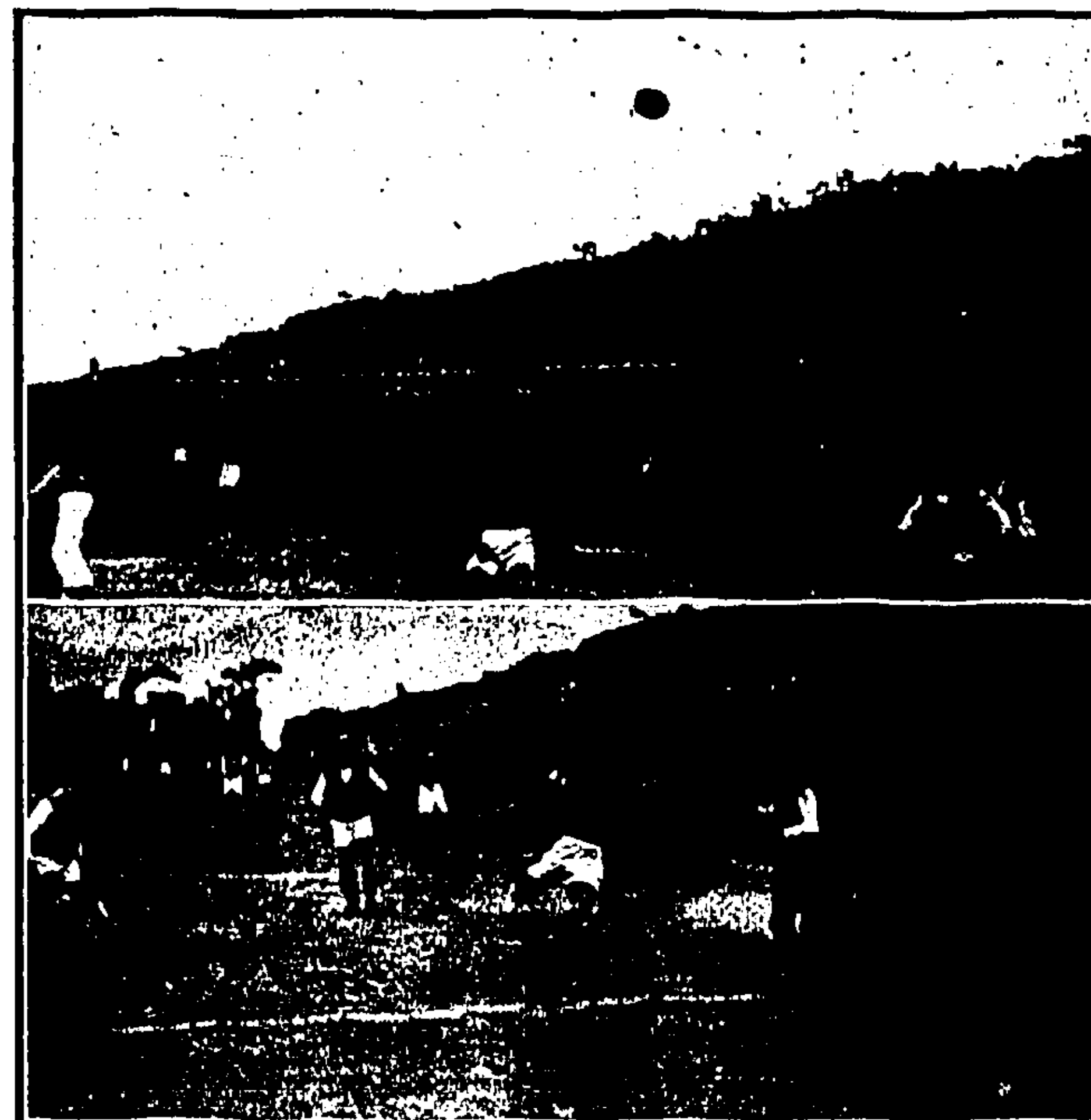
All—and Ladies especially—are cordially invited to examine these charming Handkerchiefs (and other gifts) without obligation to purchase.

Attractive cases to contain your presents are given quite free.

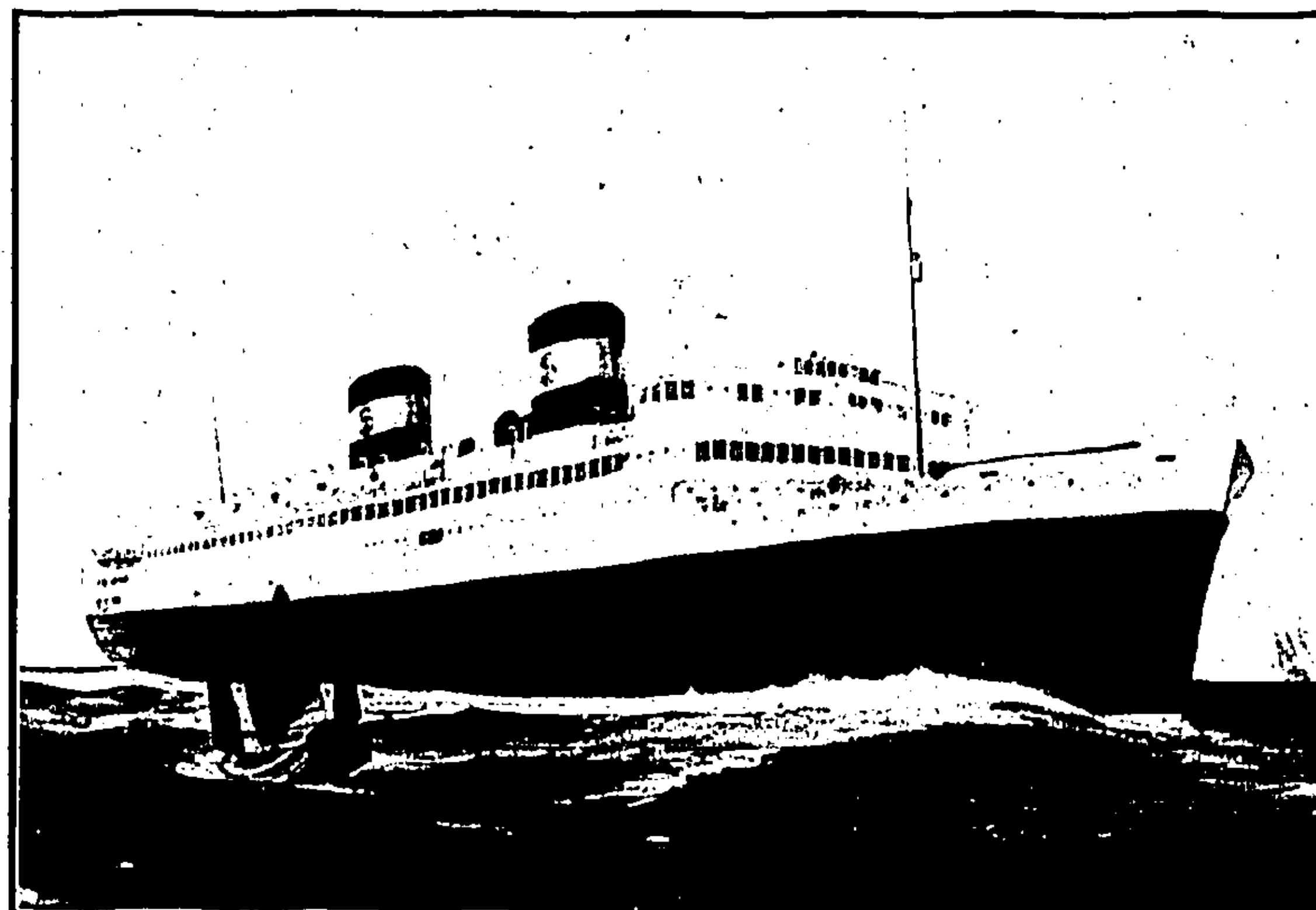
Mackintosh's



Here are seen members of the "Sando" Weight-Lifting and Physical Club, of which the "Pocket Hercules" and local strong man, Mr. A. D. Spoor, is the founder and Principal.



These pictures show the match between the Chinese Athletic and the Club de Reccelo at King's Park last Saturday. The Chinese team won by three goals to one. (Photos: Mee Cheung).



An artist's sketch of the Dollar Steamship Line's magnificent new liner, President Hoover, which was launched by Mrs. Hoover at Newport News, Virginia, on Tuesday. She is the biggest and most palatial liner ever to be built in America, and will cost over eight million dollars.



Two winners at Saturday's Races. Left, Peppermint (Mr. Harriman up), which paid backers over \$200 in winning the November Handicap; right, Apollo, ridden by Mr. Frost, winner of the Middlesex Handicap, "A" Class. (Photos: Mee Cheung).

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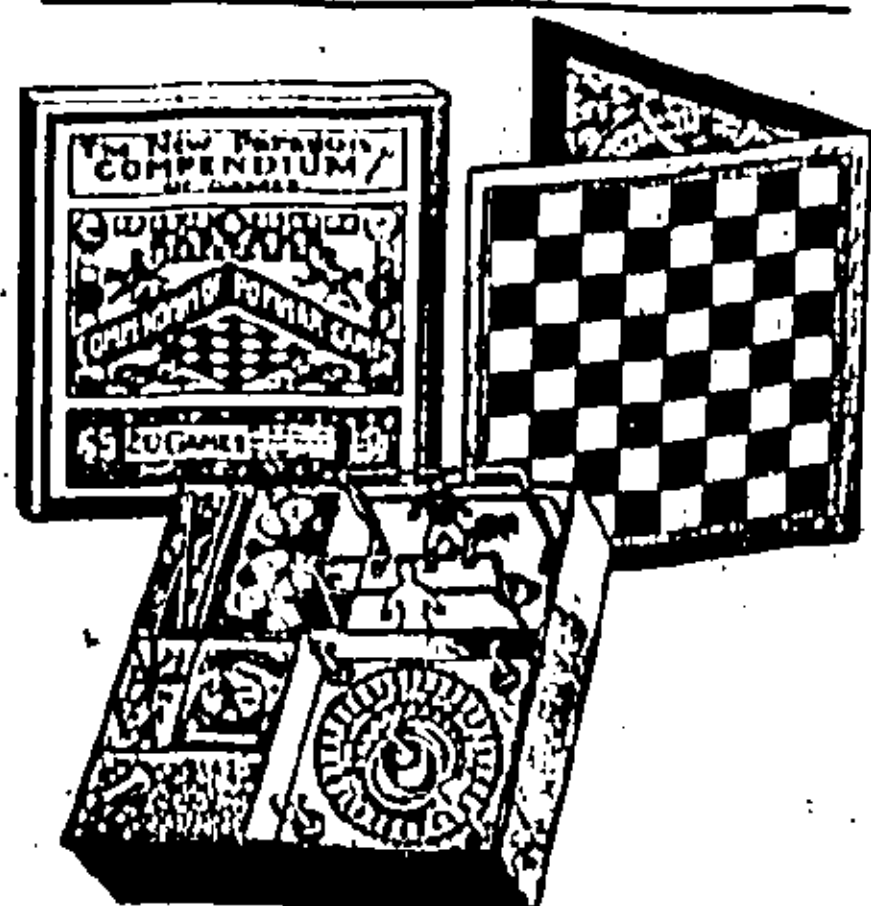
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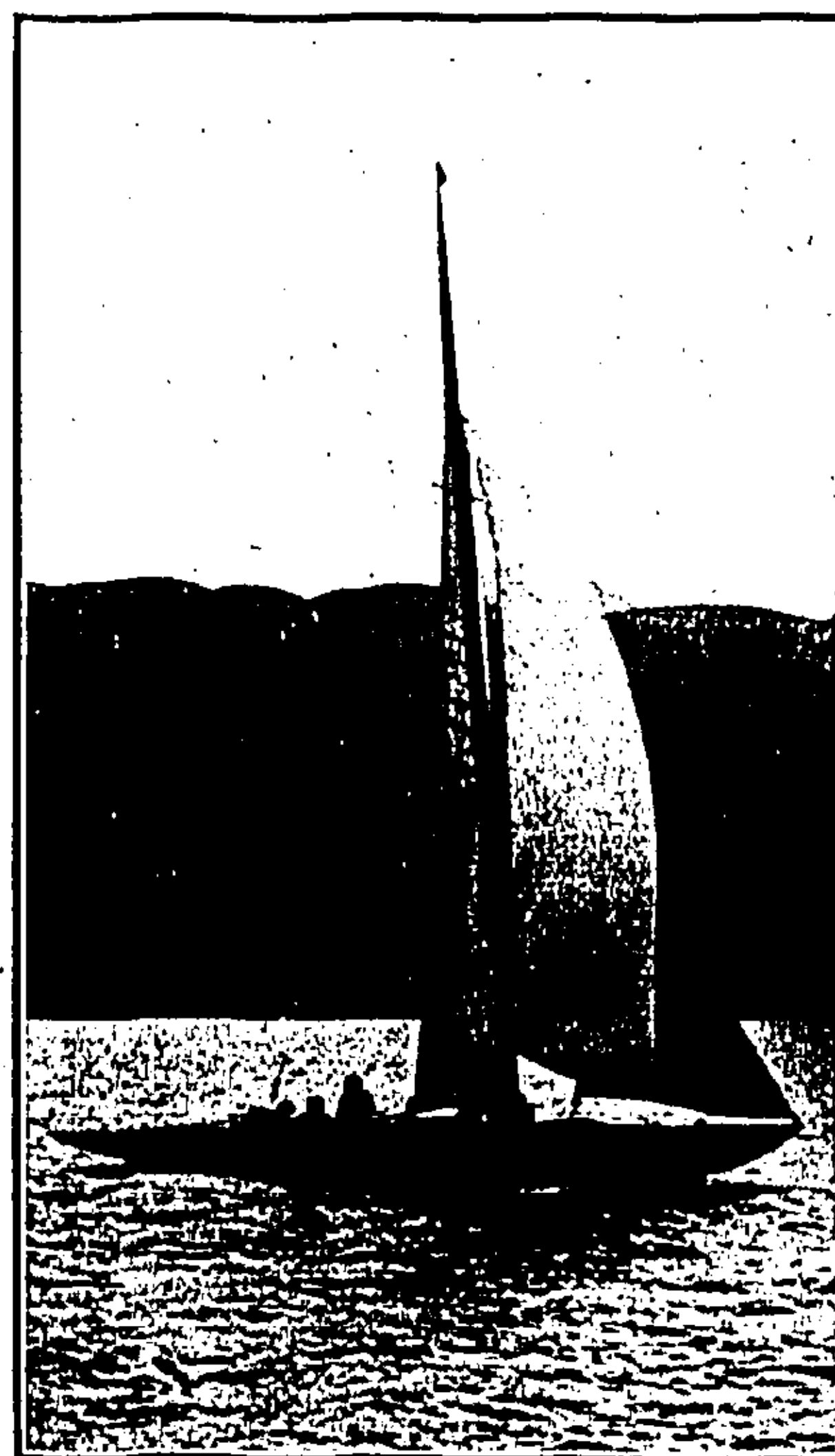
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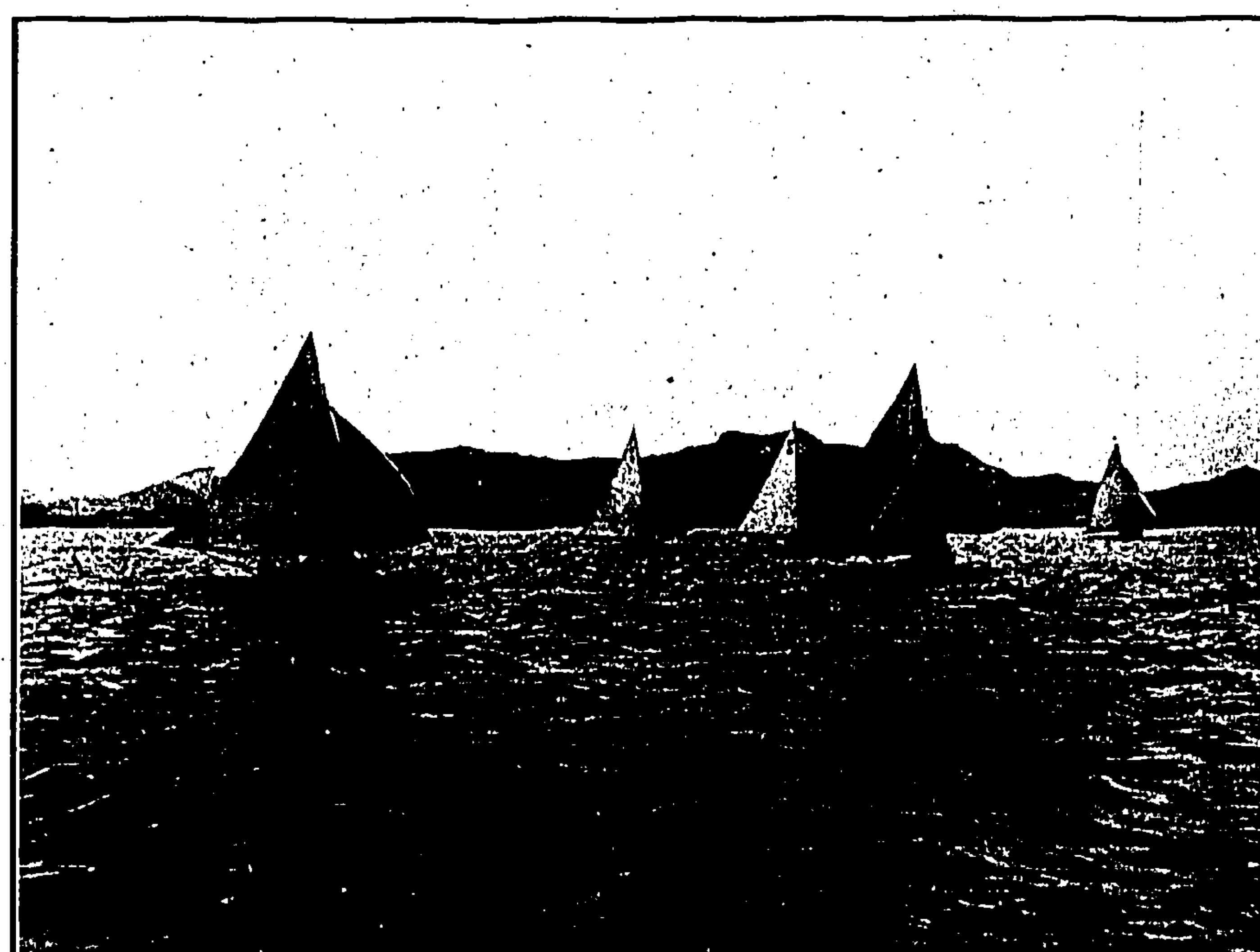
WHITEWAYS STANDARD VALUE

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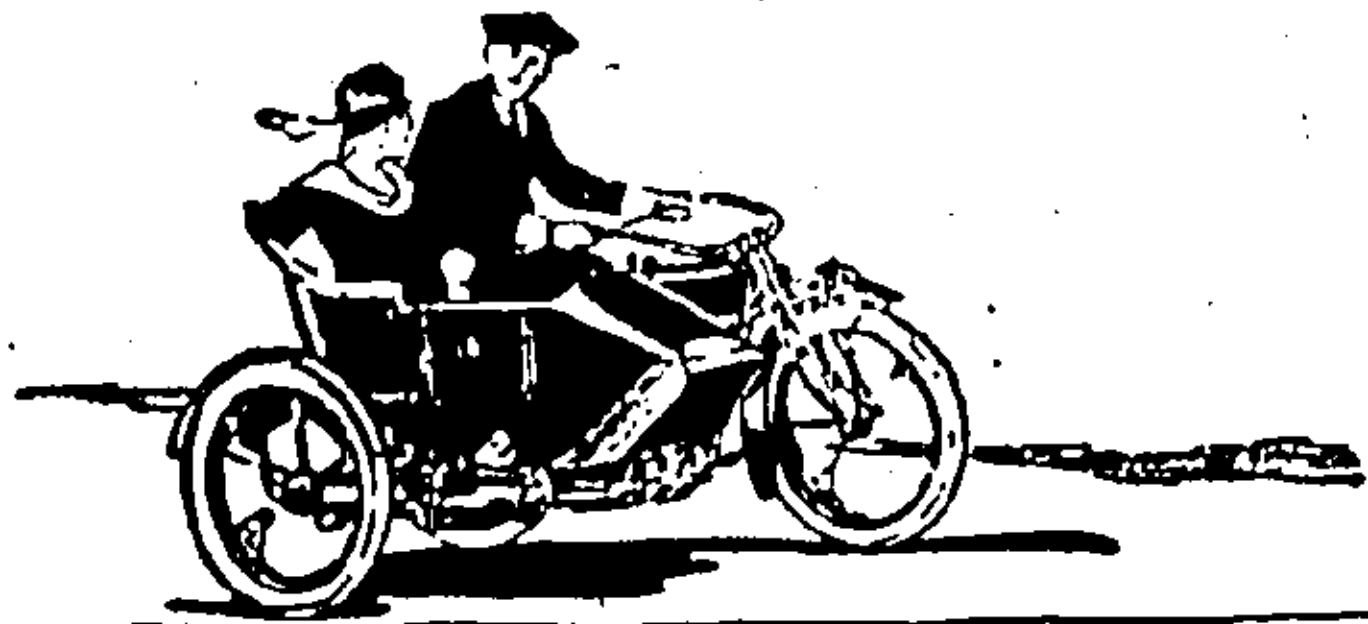


An effective study of one of the yachts in the Ladies' Championship Race of the R.H.K.Y.C. which took place on Monday. (Photo: Ming Yuen Studio).

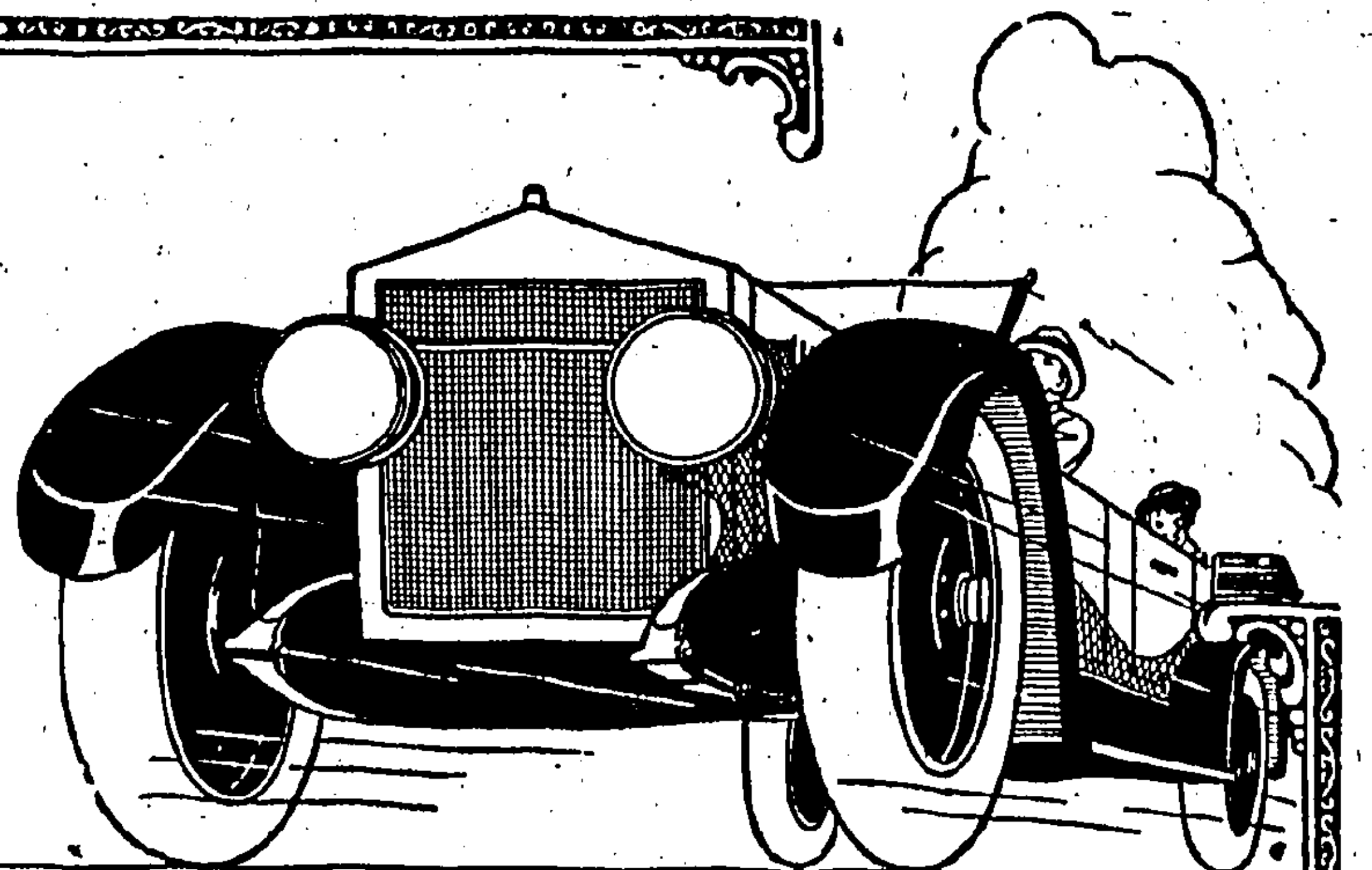


This striking photograph was taken during the progress of the Ladies' Championship Race for "H" Class craft on Monday. The event was won by Mr. D. C. Lambert, who sailed Dorothea. (Photo: Ming Yuen Studio).

MOTORING SUPPLEMENT



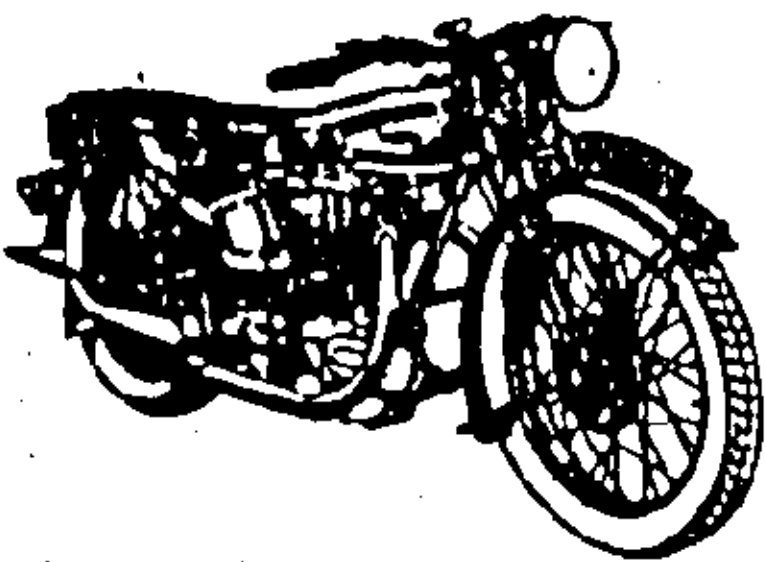
OF
THE HONGKONG TELEGRAPH
SATURDAY, 13th, DECEMBER, 1930.
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CURRENT COMMENT

Road to Canton.

One of the questions which is discussed time and time again is the question of building a road between Hongkong and Canton. Some years ago, Mr. H. E. Goldsmith spent much time in drawing up a scheme for such a project, for even in those days when automobile traffic was in its infancy locally, the desirability of such a thoroughfare was readily admitted. Today, a through motor road is nothing less than a necessity, and such a route would prove of the greatest value in further developing intercity trade, and opening up new townships along the way. That it will be established in the future goes without saying, and the only comment which can be made today is "When will the scheme be taken in hand?" There is much to be gained mutually by closer contact between this Colony and Canton, and the automobile offers such a valuable link that every encouragement should be given in establishing it.

That Lamp.

At the time of writing these notes, it is noticed that work has commenced in erecting a suspended lamp at the Garden, Upper Albert Road's intersection. A long-standing source for complaint is thus removed.

A. A. Prestige.

The following incident is a delightful example, both of official friendliness abroad to British tourists, and also of the prestige of the Automobile Association.

An A.A. member, accompanied by two foreign friends, was recently travelling in a hired car into Italy. At the border they discovered to their horror that they had all left their passports at the hotel, and the military guard declined to let them pass until the member had produced his A.A. membership card. On this the member was allowed alone to enter Italy, his card being retained at the post until his return next day.

The name of the post is withheld lest other A.A. members might avail themselves, to the embarrassment of the officials, of this quite unauthorised method of crossing the frontier.

WARNING "COP."

Cross Traffic Signal.

INGENIOUS LIGHT REFLECTION.

An unusual metal silent cop, which reflects motor headlights into cross streets, instead of back towards the source of light, has been brought from the U.S.A. by Mrs. J. A. Wilson.

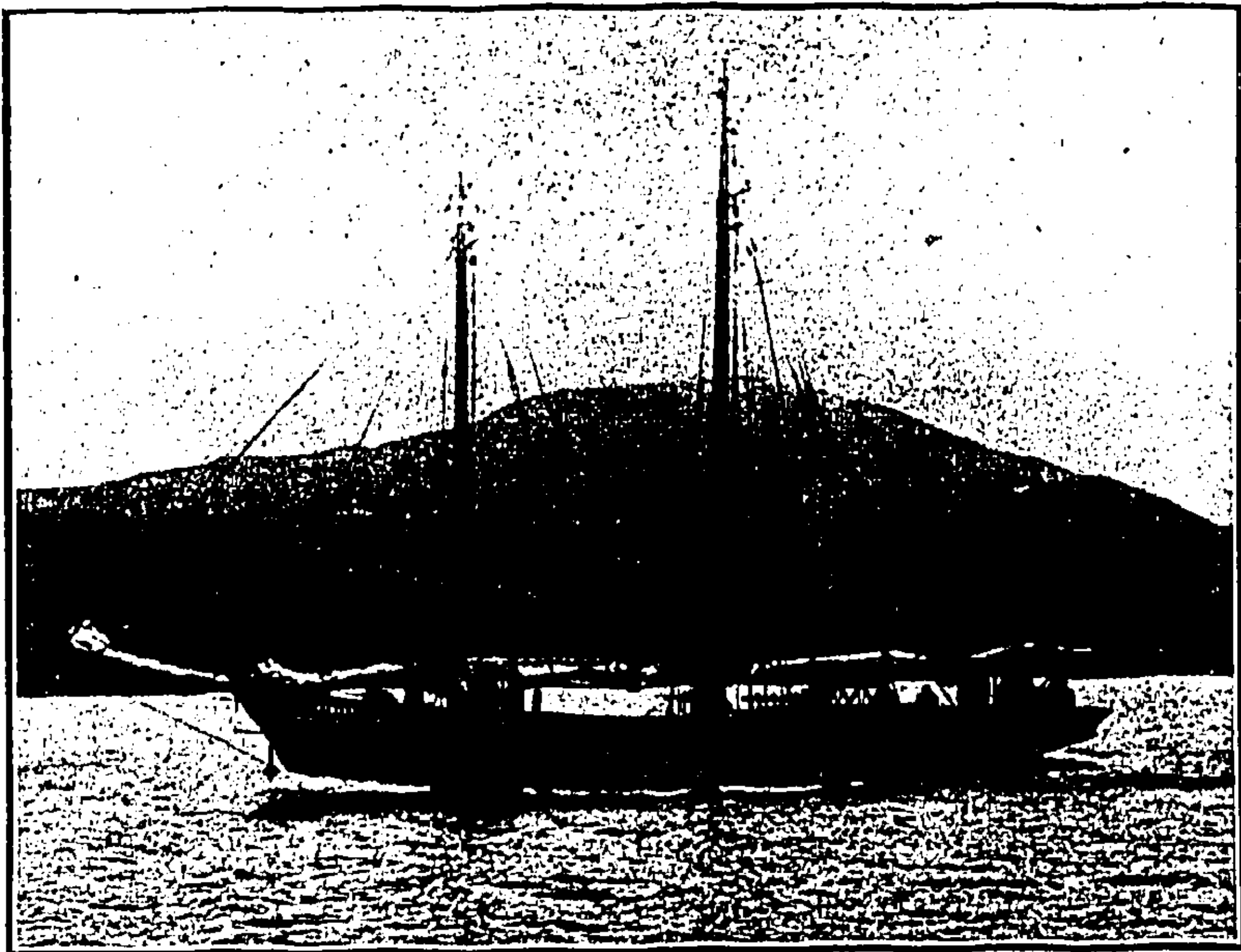
This traffic dome is labelled the "Copalite Lookout," is made of cast iron, has a diameter of 12 inches, and is three inches above the roadway when set.

A central screw secures it to the road, and each of its four feet are sunk into the road surface for about an inch.

On each of four flat sides it has a strip of stippled glass, coloured red, silver backed, and cemented into the iron dome. This glass has unusual reflecting qualities, due to its innumerable facets.

When placed at an intersection it is set so that the glass reflectors face the corners of the intersection, instead of the centre of the traffic route. The result is that headlights shining on the glasses are not reflected back upon themselves, but send a warning down the cross-street to left and right of the approaching car. The warning glow is very distinct when seen from an angle of 90 degrees from the source of light. The advantage is that each car warns cross-street traffic of its approach, and is warned by other crossing traffic.

GARDNER ENGINE TO CROSS THE PACIFIC.



The above picture shows the 30 ton schooner "Coquette" which will shortly set out from Hongkong to Vancouver. Capt. George Waard, who has undertaken the voyage, is most enthusiastic concerning the 48 h.p. Gardner semi-Diesel crude oil engine, which has been installed by Messrs. Dodwell and Co., Ltd. Trials were carried out on Monday afternoon, when the engine was subjected to the most severe tests, the results being highly satisfactory. The boat is 65 ft. 6 ins. in length, has a beam of 17 ft. 4 ins. and a mean draft of 6 ft. 6 ins. It speaks well for an engine of such relatively low power, that an average speed of seven knots was recorded.

DIESEL ENGINE PRINCIPLES.

How They Differ from a "Gas" Engine:
Heat Combustion.

As a result of its ever-widening field of application in both marine and commercial service the diesel engine has at last emerged from its state of limited recognition and has finally gained the full public recognition which has long been its due. But in spite of its present day position in the public consciousness, the diesel engine still remains somewhat of a mystery to the average man.

In 1898 the diesel engine was introduced into the United States by Adolphus Busch who completed the first American diesel engine in his St. Louis plant, according to Mr. James R. Browne in "Power Boating." Since that time the diesel engine has become widely used and extremely popular in a large variety of uses, and it is safe to predict that its ultimate sphere of usefulness will embrace almost every conceivable power use, including automobiles, motor boats, and aircraft.

Since most of us are already familiar with the modern gasoline engine, it might be advisable to first point out the similarities and differences between this diesel engine and the gasoline engine. The diesel engine has the following points of similarity with the gasoline engine:

1. Both are internal combustion engines.
2. Both derive their power from the compression and ignition of a combustible mixture.
3. The diesel engine and the gasoline engine are alike in general appearance.
4. Both employ the same basic mechanical parts—namely, cylinders, pistons, crank shaft, crankcase, flywheel, camshaft, valves, etc., which function in the same general manner in both type of engines.

How They Differ.

The diesel engine differs from the gasoline engine in the following points:

1. Instead of using a light, highly volatile fuel, such as gasoline, the diesel engine employs a much heavier, less costly fuel—fuel oil.
2. It employs no carburettor to mix this fuel with the correct proportions of air to obtain the explosive mixture.
3. The fuel is injected into the combustion chamber in the form of a vapor instead of being sucked into the combustion chamber in the form of a gas.
4. Combustion in the diesel engine is accomplished by the heat of compression, instead of by an electric spark as in the gasoline engine.

The principle of operation of the diesel engine might be briefly summarized as follows: "Air is compressed within a cylinder until temperature is reached that is sufficiently high to ignite a charge of fuel oil, at which point the internal combustion occurs." When air is compressed, heat is generated, raising the temperature of the air. This is exactly what happens when the piston travels upward and compresses the air. Let us suppose that we drew in our air at atmospheric pressure, or 14.7 pounds per square inch, and at a room temperature of 60 degrees Fahr. In compressing this to a pressure of, say, 250 pounds per square inch, we have accordingly raised its temperature to about 700 degrees Fahr.

This temperature must be "sufficiently high to ignite a charge of fuel oil." Assuming that the fuel oil has a flash point of 150 degrees, we can readily see that the temperature of the air within the cylinder is "sufficiently high," and the charges of the oil will be ignited. The air is drawn into the cylinder and the explosion is expended in forcing the piston down. All outlets are closed against the "pressure" resulting from the combustion of the fuel oil, so that the only escape for this energy is to perform work

on the piston. This is the expansion stroke.

After Expansion.

At the bottom of the expansion stroke, the gases of combustion having performed their work, have no more usefulness and must now be disposed of. This is accomplished by forcing them out of the cylinder by the next stroke of the piston.

The exhaust valves of the multi-cylinder engines open into a common pipe or manifold which may be led to the point where it is most convenient to allow the exhaust gases to escape into the air.

The oil is admitted to the cylinder by injecting the fuel oil under pressure through a spray valve and nozzle located in the head. In passing through the nozzle under pressure the fuel oil is vaporized or transformed into a spray, the operation being timed to occur at the proper point in the cycle and during the correct space of time. The spray valve body forms a sort of well in which the fuel oil stands, under high pressure, ready for the lifting of the spindle. This is accomplished by a cam motion similar to that which operates the inlet and exhaust valves.

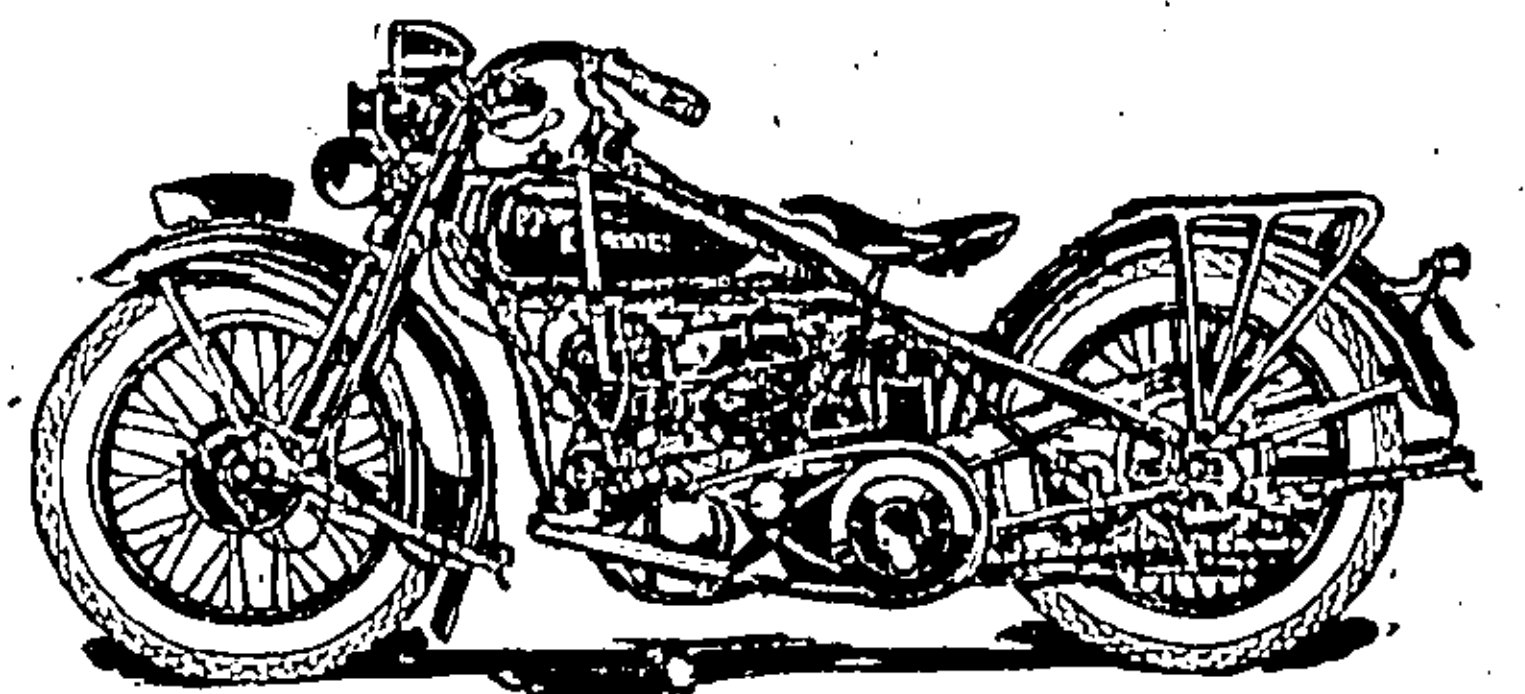
Now let us consider the lubricating oil system. Lubricating oil must, of course, be delivered to all reciprocating and rotating parts of the engine. This is accomplished by means of either a rotary or plunger type pump. This pump takes the lubricating oil from the pump tank, sends it through a cooler and strainer, and then through the working parts of the engine. It collects in the bottom of the engine base, where it is drawn off by the transfer pump and returned to the pump tank, ready to be cooled, strained and used again.

Diesel engines are started up by means of compressed air, although it is by no means improbable that the smaller diesel engine of the future will be electrically started.

TUNNEL IS OPENED.

The Sepulveda Tunnel and highway, giving motorists easier access to the sea and a quicker approach from San Fernando valley to Los Angeles, was recently opened in California. It required nearly a year and cost more than a half million dollars.

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MOTORING AND THE IMPERIAL ASPECT.

Great Possibilities for Economic
Development.

The 1930 Motor Car Exhibition at Olympia coincides with a period in the affairs of the British Empire that is fraught with the greatest possibilities for the economic development of the British Commonwealth of Nations, the result of which may well see the most powerful and irresistible forward wave of prosperity which the World of late has ever witnessed. Great Britain to-day faces pressing problems but such problems invariably carry great opportunities.

It is true to say that the interwoven fabric of the world of the present day makes a progressive and economically sound British Empire a matter of world-wide concern, and it is equally true to mention that in the gradual evolution of Empire economic unity the Motor Industry of Great Britain has played, and will continue to play, an important part.

The Motor Exhibition at Olympia always affords a striking commentary on the advance of the industry, for by its international aspect it presents the opportunity for the closest examination and comparison between the products of the Home Manufacturers and those of their competitors in all the important car-producing countries of the world. The claims of British Manufacturers to be able to supply the world's needs for economical forms of transport with vehicles designed to give the best possible service and satisfaction under every sort of road condition are there subject to the severest test, and the progress which the industry has made towards meeting the requirements of the motor markets of the world is clearly demonstrated.

It is therefore singularly appropriate that the delegates from the Dominions and Colonies, assembled in the capital of the Empire for the discussion of problems of the greatest import to the future of the British Commonwealth, should be afforded the opportunity for inspecting the latest products of one of

the most important industries of Britain and of studying the tangible results of the efforts of that industry to secure a position of pre-eminence in the motor markets of the world.

The present position of the industry is not unsatisfactory at a time of general depression, for it has suffered in only a minor degree from the trade slump. In the Home Market, steady progress is being maintained while in the wider markets Overseas British motor vehicles are finding an increasing demand, and, indeed, the comparative progress made in recent years is being extended.

In the economic development of the world motor transport plays a large part. Economic transportation of passengers and products is an essential requirement in these days; a requirement that the motor vehicles is particularly competent to satisfy and the British Motor Vehicles essentially so. The growing demand in all countries of the Empire for motor cars and vehicles designed and built in Britain is one of the healthiest features of Empire Trade, and progress will continue as the public studies more and more the real value of the range of British operation, and ultimate value.

Just as the public overseas is being asked to benefit themselves by the utilisation of vehicles designed and built in Great Britain for meeting their transport requirements, so are the employees in the factories of that industry being urged to foster inter-Empire trade by purchasing Empire goods. The British Manufacturers' Section of the S.M.M.T. has co-operated with the Empire Marketing Board to this end, and with the feeling of optimism that is apparent in the industry, is coupled the realisation of the important part which it can undertake for the furtherance of the Imperial aspect of reciprocal trade, and the determination to do everything on its part to further that ideal.

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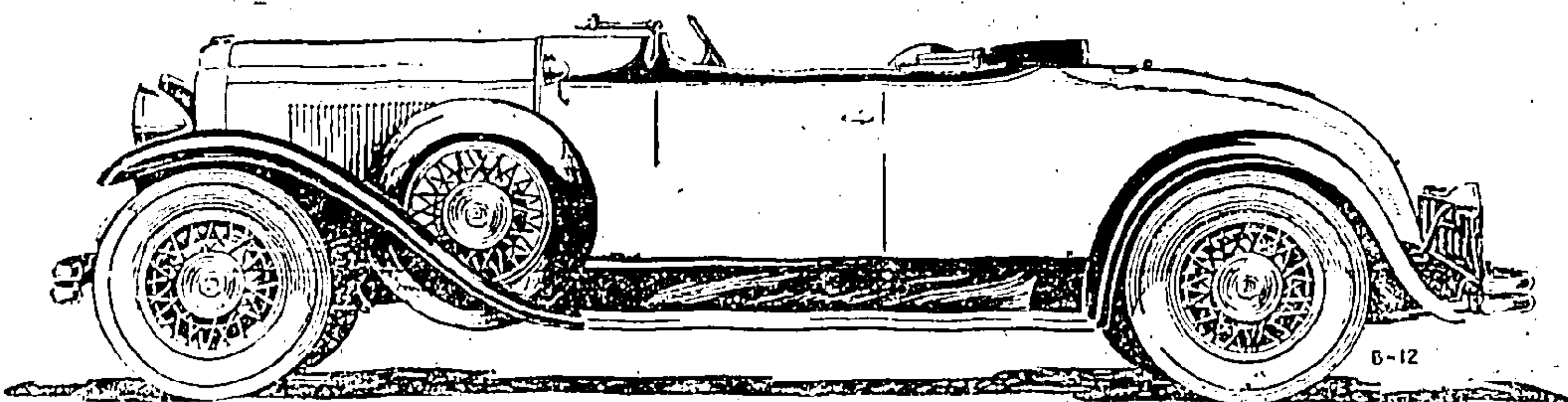
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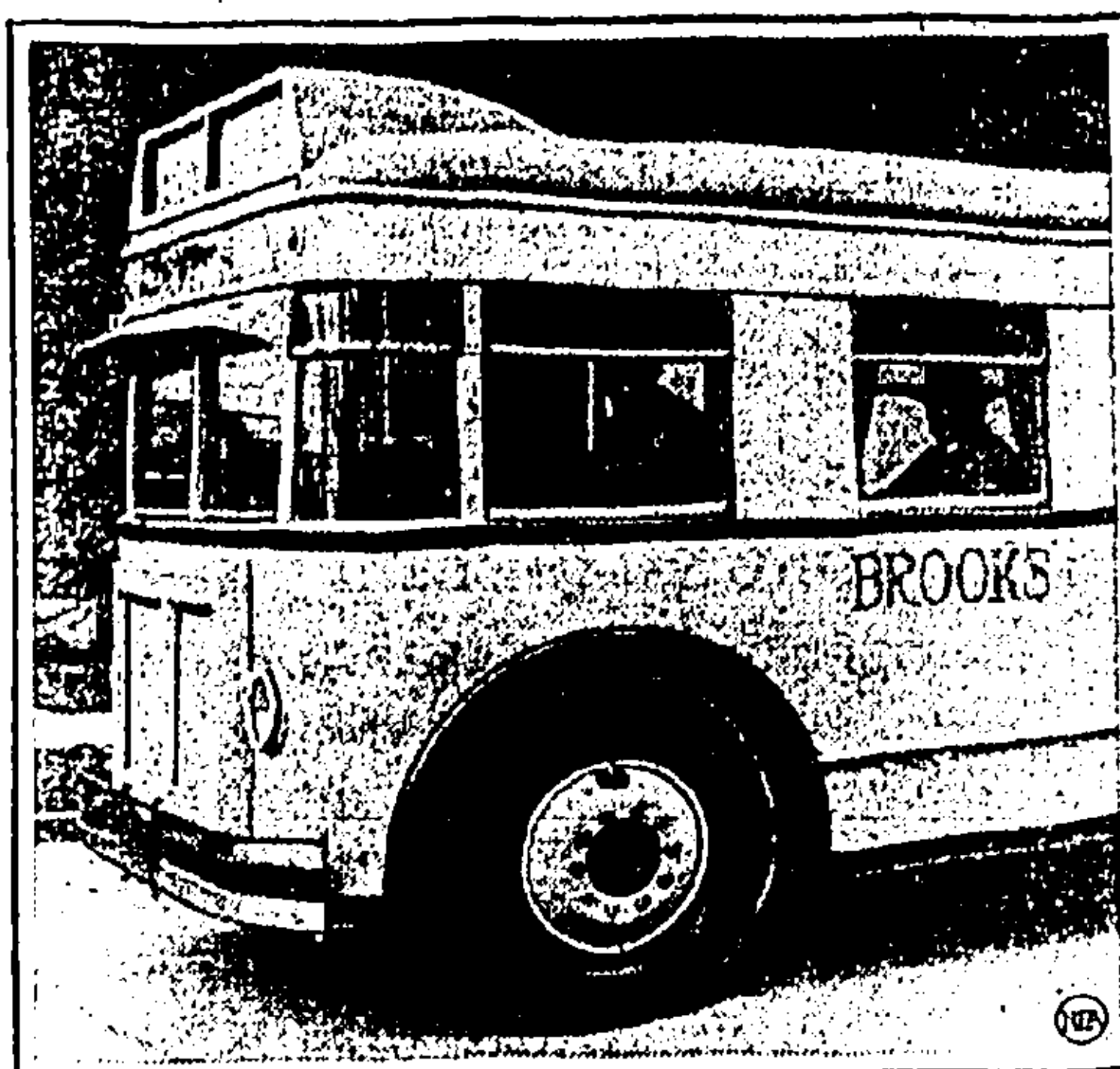
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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

IS STEAM COMING BACK?



Steam starts this bus in 25 seconds!

Buffalo, Oct. 27th—Steam-driven automobiles have passed out of the picture, but steam is again making its appearance in the field of vehicular transportation in the Brooks steam bus designed here.

The bus uses a poppet valve, V type, eight-cylinder engine. A steam generator has been perfected that generates steam from cold water in less than 20 seconds, the water being inside a coil. A pressure of 200 pounds, the amount necessary to start the bus, is said to be raised within 25 seconds after the burners start generating steam.

The burner utilizes heavy fuel oil and is automatically lighted by a spark plug. It is able to generate weight of 10 tons 60 miles an hour.

Chassisless Body.

The body of the bus is built of steel and has no chassis. There is no connexion between front and rear axles except through the body to which they are attached.

SPEEDY BUS.

A new steam-lined passenger bus recently seen in Paris is able to make 85 miles an hour. It seats 100 passengers besides two drivers.

The motor is hung six feet in front of the rear axle, which is anchored to the floor of the body. The propeller shaft is five feet long and meets a rear axle attached to the body by spring shackles. Air brakes are used on all four wheels.

Half Cost of Gas Bus.

It is said that this bus will save at least 50 per cent. in operating cost compared with the cost of running a gasoline bus. It is able to run from 250 to 400 miles with one filling of water.

The bus is of the "squared-front" type, having no hood sticking out ahead. The interior is fitted in leather and is able to accommodate 70 passengers, with seats for 38 and standing room for 32.

No gear shift is required for the operation of the steam engine. For different speeds and power, it is only necessary to push a foot throttle which regulates the amount of steam admitted to the cylinders.

LOW BUS COST.

The National Association of Motor Bus Operators estimates that it costs an average of about one cent a mile per seat to operate the average passenger bus.

THE PRICE OF PETROL.

Probable Help for the Industry.

AN OLD OBSESSION.

[By John Prioleau.]

The reduction by twopence per gallon in the price of petrol last week is the latest of a long series of remarkable fluctuations, ever since the war in the east, this side of the Atlantic, of a commodity on which the life of the country depends. In 1920 a two-gallon tin cost little short of ten shillings (in 1904-5 first grade petrol cost 10d., and second-grade as little as 7d. a gallon), and since what it is to be hoped was the highest price ever to be charged, a gallon has cost anything between 4s. 6d. and the present price of 1s. 4½d., but as the last price includes a tax of fourpence, the variations have been even wider than they seem.

While every motor-user is naturally rejoicing at the relief, it would hardly be wise to assume that the future is in any way assured, or that we are safe from further rises. The famous remark of the then Sir Marcus Samuel that the price of petrol was what it would fetch, hotly disputed ever since, has turned out to be something of a prophecy. The price has risen and fallen ever since, often quite inexplicably to the ordinary mind. All sorts of reasons have been offered for each change, but they have not always been particularly obvious. It may be remembered that a few years ago a rise was explained by the fact that there was a shortage in the United States, even that there was a possibility of a steady diminution in supplies, owing to the exhaustion of wells. And a very short time afterwards we learnt, to our surprise, that the industry was suffering from over-production.

\$5 a Year Less.

Doubtless there was another explanation, quite intelligible, if it had been considered advisable to present it. The unfortunate user is not concerned with causes over which he can have no control, and must exist in perpetual optimism, hoping and again hoping that the stuff on which so much of his life depends will re-

main at a fair price. The present drop is explained on grounds which perhaps justify his attitude. The price of petrol and kerosene has dropped in America, and as a consequence freights are lower. There is nothing complicated or abstruse about those reasons, which are pure business. The primo cost, as it is in our view, is less, transport is lower, and therefore we pay less. It can be more safely assumed that the reduction is a paying move than that the vendors are feeling temporarily philanthropic. So long as it pays them to take something off we should be able to forget for a while our ceaseless anticipation of their putting something on.

The immediate effect of the reduction will naturally be marked in the books of the users of commercial vehicles, lorries, transport and passenger cars, but the owner of a private car will face the making-up of his monthly accounts in better spirit than for a long time. Twopence a gallon does not mean a great saving for the man who uses his car for short distances at intervals—like the owner of what is called the weekend car, in the garage from Monday to Friday, and on the road only during the weekend—but to the enormous army of people who use their moderate-priced cars daily, for business, recreation, and holiday-making, it should make a pleasant difference. Speaking without figures of reference, I should say that the car which is most generally used and the one which is driven hardest and furthest throughout the year is the 12 to 14 h.p. family car. This type usually averages about twenty-five miles to the gallon of petrol over generous fixed periods, which means that it will cost 8d. less for every hundred miles run, or, on an average, about 4s a year less than before.

A Stimulus to Sales.

The owners of most American cars will benefit considerably more, as will, of course, those of the big luxury types. The latter, in my experience, are generally less used, in proportion, than the more economical sort, probably because there is usually a smaller cheap car in attendance to share the work, or more likely, to do the work while the big one looks after the play. The owner of the average moderate-priced American which runs about fifteen miles to the gallon will save something like £3 or £4 a year, or a third of his tax.

The reduction should make a difference in other and perhaps more important ways. It should stimulate sales, and that at a time when a fillip is sorely needed. Ever since the first standard car was sold to the general public, as distinct from the rich man who made motoring in the early days his costly and precarious hobby, the problem of petrol economy has held first place in the mind of the buyer. There was very seldom a valid reason for this, as especially in the early days, and up to the war, the other sources of expense, such as repairs and tyres, were liable to be considerably more serious. Tyres which lasted two or three thousand miles, or less on powerful cars, were a perpetual drain on the poor man's purse, as were the overhauls and frequent adjustments and small repairs to which all but the most expensive machines were painfully liable. The amount of petrol used was of little importance by comparison.

The Importance of Economy.

To-day a set of tyres should last between 12,000 and 15,000 miles on a car which is carefully driven, and only occasionally pushed to its maximum speed, which means that, after the first year, the tyre should not exceed £15, allowing a proper span of life for the spare wheel. To-day cars are infinitely more reliable, particularly those of the type discussed, infinitely better built, and far less expensive to keep in running order. Given a car from a factory with a reputation to lose, and a reasonably conscientious owner, such cars may almost be said to look after themselves for eleven months out of twelve.

The modest difference effected by a two-penny drop in the price of petrol does, therefore, assume importance, and the fact that it is worth while is eloquent of the reality of modern motor-economy. For years motorists have been obsessed by the question of petrol consumption, when the difference between twenty miles to the gallon and twenty-two would be of the greatest importance, and was actually of practically no account at all at the end of the year. Hundreds of otherwise indifferent cars were probably sold on fuel-economy claims alone in those pioneer days.

A fall in the price of fuel just before the Motor Show is likely to have a cheering effect on business. With petrol cheaper, even by so little as twopence, the answer loses some importance, or, if it is satisfying, gains it. Motoring is cheaper once more, and here is substantial proof of it for the average. Petrol still forms the highest item of the moderate-sized car's bill at the end of the year, and tyres are cheaper. It is a convincing argument for the salesman proffering his new and more economical models.

SKIDS, BRAKES AND THE "HAM FOOT."

[By Captain Woolf Barnato.]

Knowledge of road conditions—the fifth of the factors mentioned in my first article as being essential to the good driver—is a thing well worth studying.

By that I mean how your car or the cars you may be called upon to drive behave under certain road conditions. How likely they are to skid on wet surfaces of varying natures; how much more therefore you should allow for pulling up on such surfaces and what safe speed you can maintain without the unpleasant sensation of back-wheel skating, which is more unpleasant still to those sitting behind.

Find out the behaviour of your car on a highly cambered road. If you are forced into the side while passing another car on such a road you may find great difficulty in getting the "tail" on to the crown of the road again.

If the road is wet, a bad skid may result which might prove serious, especially if the road is bordered by trees and telegraph posts.

Take careful note of the surface ahead of you, and if you realize it is greasy or badly potholed, slow down to a speed (before you reach this bad surface) which will not upset that serene equanimity of your passengers.

A car skids and bounces to a far greater degree with the brakes on; so by the time the bad surface is reached your foot should be off the brake.

"Balance" is a sense that is present with nearly everyone, but with some to a greater degree than others. If you have a keen sense of balance you should cultivate it in your driving. A car nicely balanced on a curve, even though the surface is wet, will not skid; in fact, a car that is kept on even keel will seldom skid unless emergency demands sudden brake application.

Manufacturers these days do their very best to supply cars with their weights as suitably distributed as possible to give the greatest amount of equilibrium.

However, the driver should not think that this takes the onus off him to balance his car properly on fast bends. If he does, he one day may find that he has suffered from a false sense of security.

A car with a very low centre of gravity, though seemingly marvellously stable, might prove a dangerous thing in the hands of an inexperienced driver. Lulled into this false sense of security he may think he is perfectly safe in

taking that "nasty bend on the Brighton road" at excessive speed. As he does so, suddenly the car takes charge and he finds himself broadside towards the ditch completely out of control.

What has happened is that the car has suddenly (through cornering at excessive speed) lost its road adhesion and, because it has that very low centre of gravity, the driver has had no previous warning sensation of lift or heeling over that a car with a higher centre of gravity might give him. I am by no means condemning a low-built chassis; I advocate it, but I am trying to point out that because it feels safe you must not take undue advantage of this fact. It can still skid, and cemeteries are full of skidded drivers.

Now I come to "Accelerator Control" and I think I can justly couple brake application with this. A car on a treacherous surface can be nicely controlled and helpfully balanced with correct use of the accelerator.

This is a difficult thing to explain, perhaps too difficult, but as the back wheels of a car can be made to skid with the accelerator, so can they be righted.

In cornering, as I previously told you, the accelerator can help you a lot. Never be "ham-footed" on your accelerator; let your car glide away as speedily as you like, but a suddenly tramped on accelerator will not always give you more get-away and will sometimes be inclined to choke your engine.

Let the initial pressure on your pedal be gradual; this will keep your passengers more comfortable. Control your car in traffic with the throttle as much as possible before you de-clutch. Hard and fast rules cannot be laid down for this, as so much depends on the car you are driving.

Let your brake application also be as gradual as possible. Sudden braking will cause skids as well as giving your passengers another discomforting sensation and causing the family dog to slip off the seat and land claws akimbo on Madame's shoes and stockings.

I explained to you brake application in relation to cornering. Referring back to this, therefore, remember that in the event of a skid the last things to touch are your brakes.

Similarly, if a tyre happens to burst, let your car slow down against compression only, and not against the brakes.

LONDON'S MOTOR CYCLE SHOW.

[Special Report to the Hongkong Telegraph by R.A.C.]

Great Advance in Design.

An examination of the motor cycles on view at Olympia, London, at the time of writing, at once makes it apparent that the past year has been one of great progress in design. The 1931 models are definitely better machines with improved road manners; that is to say, a very great deal of attention has been paid by manufacturers to such matters as safety, comfort and silence. At the same time, sweeter running and greater flexibility are features of the latest editions of both established models and newcomers.

Nowadays noise is "taboo" and this applies, not only to exhaust noise, but also to mechanical sounds. There has been further progress in enclosing working parts and this means easier maintenance and longer life.

Interesting figures compiled by "The Motor Cycle" show that of machines on the British market the single-cylinder has dropped from 80 p.c. last year to 75 p.c. for the new season's models, due to the growing popularity of multi-cylinder machines. Dry sump lubrication has also made strides, advancing from 25 p.c. to nearly 50 p.c., and the 4-speed gearbox is to be found on 16 p.c. instead of under 4 p.c.

Four Cylinder Development.

At each successive Exhibition there are certain developments of outstanding interest and again the Matchless stand is a centre of attraction with the new 4-cylinder "Silver Hawk." This is a machine in which silence, smoothness and comfort are combined with a very high road performance, the top gear range being from 6 to over 80 m.p.h.

The engine is a 600 c.c. monobloc with the cylinders arranged in double "V" formation, cast in one block with air spaces between the respective barrels. A single piece detachable cylinder head carries all the valves and can be detached for decarbonising purposes without removing the engine from the frame, while dry sump lubrication is employed with pressure feed to all working parts, including oil, camshaft and camshaft drive.

The spring frame employed is of the Matchless patent type, which has proved so successful on the "Silver Arrow." Silentbloc rubber bearings are used and the shock absorbers can be adjusted while the machine is actually in motion.

Square Formation.

One of the largest British manufacturers and very well known in the Overseas markets, Ariel Works have brought out a 4-cylinder of arresting design. In this instance, the cylinders stand vertically at the four corners of a square and there are two short and very stiff crankshafts connected by large ground gears. The cooling fins extend from front to back of the cylinder block with a clear passage between the two outside pairs of cylinders.

An oil, camshaft is employed, dry sump lubrication, a very thoroughly enclosed driving chain running in oil and a 4-speed gearbox. It is claimed that this remarkable machine can accelerate from 20 m.p.h. to 60 m.p.h. in under 4 seconds and at touring speeds the petrol consumption is 110 m.p.g.

Clean Oil Assured.

The Ariel people have altered their smallest machines appreciably, the engines now being inclined at an angle; they have also introduced three entirely new single-cylinder models with the engine placed almost horizontally in a new duplex cradle frame, with 4-speed gearbox and completely enclosed front chain.

A feature of these models is the inclusion of a centrifugal oil purifier in the flywheel; this, while introducing no additional moving parts, very considerably increases the life of the bearings. The exhaust system in use on two of these models is worthy of note for it includes three expansion chambers, two exhaust pipes and two fish-tails.

Lessons From Racing.

The question of the value of racing has for years been a subject of acute controversy, with worthy protagonists on each side, but the attitude of A. J. Stevens and Co. appears to be thoroughly logical. Although A. J. S. machines have more Tourist Trophy wins to their credit than any other make, speed in itself has never been the paramount consideration. On the other hand, experience gained in high speed work has undoubtedly assisted in improving the design of standard machines.

The engines of all the A.J.S. side valve models, except one, have been redesigned and now follow

car practice by fitting the valves in the cylinder block instead of in the detachable head as previously. The advantages of this form of construction include greater ease of dismantling, the carburettor remaining untouched when the cylinder head is lifted off, and tappet clearances are not affected as they are when the valves are in the cylinder head.

If desired an instrument panel can be mounted on the tank; this contains the speedometer, ammeter, clock and switches, all the instruments being illuminated by concealed lighting.

Night Riding Simplified.

As the result of the wide adoption of instrument panels, there has been a development in head lamp design and Lucas have brought out a larger type. It may be remembered that the earlier model had the switch and ammeter on the lamp itself; these instruments are now arranged on the panel in the latest type, but the lamp possesses the double filament bulb and small pilot bulb as before. The control for this can be mounted on the instrument panel or the handlebar and is a valuable aid to safety on the road.

An illuminated instrument panel, by the way, is one of the fittings on the Matchless "Silver Arrow" de luxe, and there is also an air filter. The standard model has proved so satisfactory during the 1930 season that it is being continued with detail alterations only, except for the provision of a new design of petrol tank and the fitting of a 4-speed gearbox.

How Weight is Reduced.

Almost every conceivable size of single-cylinder machine is now marketed by the Triumph Co. and five of the 1931 models are entirely new. Among these is a 250 c.c. 2-port model, the first machine of this size and type marketed by the firm. Another new model with a capacity of 347 c.c. is noteworthy as it is at least 50 lbs. lighter than the equivalent 1930 model, although the frame and other parts are particularly robust. Straight tubes of large diameter are employed and, in accordance with the latest practice, a single top rail is used. Designed on the constant mesh principle, the gearbox is hinged to the frame at its base for chain adjustment and both chains are on the same side of the machine. The rear hub incorporates an entirely new design of rubber-buffered shock absorber and the front brake is of the well-proved expanding spring servo type.

The little 174 Triumph Junior which has done so much to popularise motor cycling among an entirely new public, has been improved in certain particulars. For instance, the rear hub now carries a transmission shock absorber; a spring loaded buffer is incorporated in the rear control rod and the leg shields have been improved. In spite of this, however, it has been found possible to reduce the price to £23 odd and to include electric lighting.

High Performance and Economy.

Designed originally to meet the requirements of those whose ambition was the possession of a light car, but whose means allowed nothing more expensive than a motor cycle combination, the three-wheeler has for the past 20 years had a very strong following. The Morgan Runabout, the pioneer in this class, has remained the same in principle throughout the period, though, of course, modifications and improvements have been made to keep the chassis up to date.

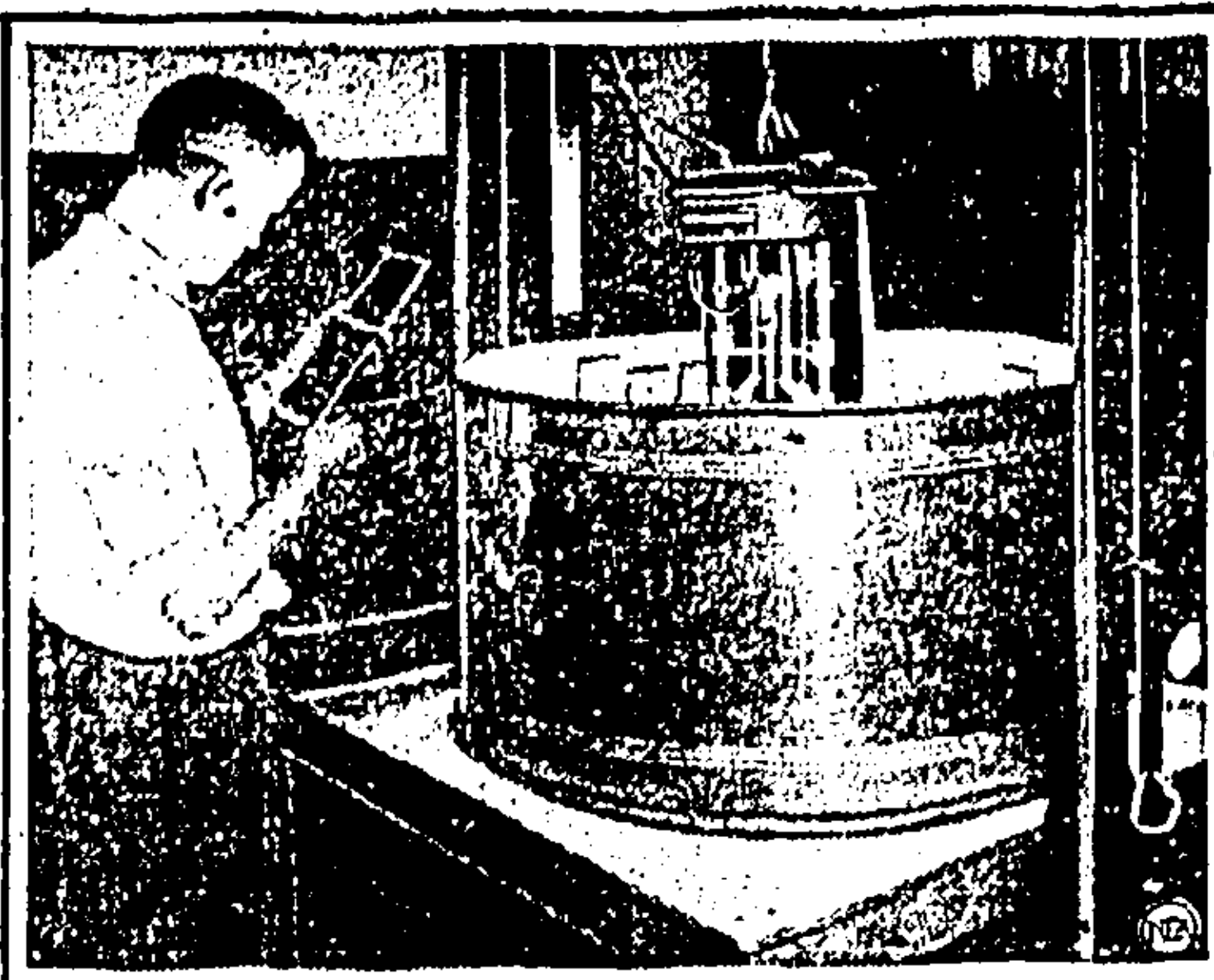
For 1931, there are family models from £85 ranging up to super sports models at £145, the latter possessing remarkable acceleration and a top speed of some 85 m.p.h. Of particular interest is the sports family model which is powered with an o.h.v. 1,096 J.A.I. engine. Two seats are arranged on each side of the driving wheel and are accessible by tilting the forward passenger seat.

It is important to remember that in the case of the Morgan, economy does not end with the initial outlay for upkeep is very low when compared with the average light car. Thus petrol consumption is 50 m.p.g., there are only three tyres to maintain and, at home at least, the annual tax is but £4. At the same time simplicity and reliability are outstanding features of the design.

The Ubiquitous Cycle.

In these days of mechanised transport, the importance of the pedal cycle is apt to be overlooked, but reference to Britain's export figures shows immediately what a vital branch of industry this is. During the last 10 years or so, for instance, the British cycle industry has been responsible for nearly £31,600,000 of

PERFECTING CAR BODIES.



The "weatherometer" . . . quickens the sun's action.

South Road, Ind., Oct. 15th. Thirty individual operations go into the finishing of a good automobile body, according to engineers of the Studebaker Corporation, here.

Even preliminary to these operations, considerable research is carried on with colours and paints to prove their ability to withstand the elements. This is done by means of what is called a "weatherometer," an ultra-violet light machine that subjects lacquers and other colour mediums to powerful rays which do, in a few days, what a scorching sun would do in weeks or months. Other tests make certain that the finish will stand the effects of salt air, alkali dust and other conditions encountered in actual driving about the country.

The list of finishing operations through which the body goes follows:

Inside Is Coated.

1. The steel stampings are filed and buffed to a smooth surface.
2. Inside surface of the body coated with soundproof emulsion.
3. Outside cleaned by special spray-cleaning process.
4. Body baked 30 minutes at 200 degrees Fahrenheit.
5. Body mechanically brushed to remove dirt and cleansing agent.
6. Body thoroughly washed with alcohol.
7. First priming coat with oil base applied.
8. Body baked at 180 to 200 degrees Fahrenheit three hours.

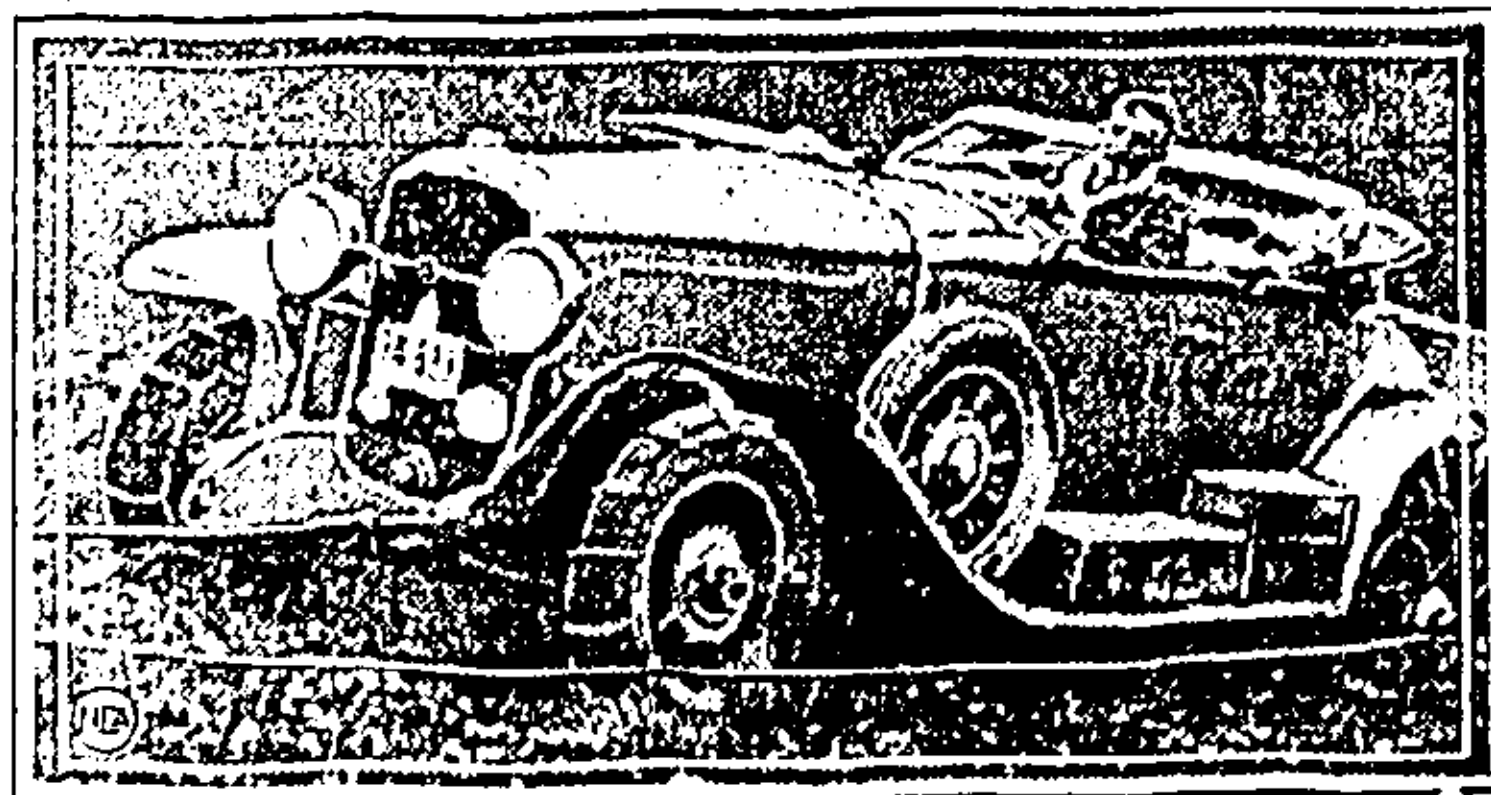
More Baking.

9. Dry sanding smooths finish and putty glaze builds up slight irregularities.
10. Two coats of surfacer applied.
11. Surface coats dried by baking.
12. Body surface smoothed by water sanding.
13. Dry kilns remove all moisture.
14. Entire surface cleansed with clean rags and benzine.
15. "Intermediate primer" seals up any surface porosity and acts as lacquer blinder.
16. To the ovens again for drying.
17. First finishing coat of lacquer applied.
18. Three double coats of lacquer on belt molding.
19. Kiln dried.

Kiln Drying Often.

20. Sanded below molding.
21. Three double coats of lacquer below molding.
22. Kiln dried.
23. Sanded above molding.
24. Three double coats of lacquer above felt molding.
25. Kiln dried.
26. Entire body oil-sanded.
27. Body treated with fine mist spray of lacquer and reducer.
28. Polishing treatment.
29. Contrasting molding and striping applied.
30. Final polish with sheepskin buffers.

STILL ROOM FOR PIONEERS.



Despite the highly civilized and settled state of North America, there's still room for pioneers. Healy F. Needham of Toronto, Canada, is one of them. He is blazing what is said to be the first all-Dominion auto tour from east to west. Heretofore it has been necessary to run over into the United States or equip a car with flanged wheels to run on railroad tracks, because of obstacles to auto travel. Needham is shown here climbing a hill with the aid of a winch attached to the rear wheel.

exports and, during the existing period of world trade depression, it is stated that the total decline in the cycle trade has been less than in any other.

It is often said that the British manufacturer does not study the requirements of his potential customers, but this is certainly not correct in the case of the cycle trade. The Humber programme, for instance, includes sixteen entirely different models—roadster, all-weather, sports, youngsters', Tradesman's models etc.—each produced to meet a definite want. Further, owing to the most up to date production methods, prices have been reduced, though chromium plating is now standardised for all the bright parts.

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514—4 Cyl. 2-Seater Torpedo and Saloon.

520—6 Cyl. Torpedo 2-Seater Cabriolet.

521—6 Cyl. do do and Saloon.

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WOMEN SAFER.

Reports from Pennsylvania show that one-fourth of the operators of motor cars in that state are women and that the number of men involved in fatal accidents is nine times greater than the number of women.

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Camels transport automobiles into the interior of Africa, for the cars cannot penetrate the jungles and deserts under their own power. The cars are knocked-down, put in packing cases and loaded on the backs of the camels.

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According to carburetion experts, at a speed of 60 miles an hour air moves through the intake of a car's carburetor at a rate of 2.5 miles a minute, or 150 miles an hour, about two and a half times the speed of the car.

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SIR D. YULE'S LIFE STORY.

UP AT 4 A.M. DAILY TO GO TO WORK.

LEFT MILLIONS.

The extraordinary life of the late Sir David Yule, one of the wealthiest persons in the British Empire, was described in the King's Bench Division recently.

Mr. Justice Rowlatt was asked to determine what domicile Sir David had at the time of his death in 1928. The Attorney-General said it was in England; but the widow contended that it was in India.

Mr. Wilfrid Greene, for the widow, said that despite his immense wealth Sir David was apparently unknown outside India. In 1911 he was not known personally to the Viceroy. It seemed as if he entirely cut himself off from European society and practically all his friends were Indians.

He was born at Edinburgh in 1858 and at the age of 17 he went to the Calcutta office of Messrs. Andrew Yule and Company, in which two of his uncles were partners. On a visit to England in 1883 he met his future wife, who was then nine.

Bought a King's Residence.

On his return to India he threw himself with vigour into the business of his firm and built up the foundation of a big fortune. In 1900 he came to England again and married his cousin. He told his bride that India was to be their permanent home.

In Calcutta he bought the former residence of the King of Oudh.

On the first morning they were in Calcutta Sir David got up at 4 a.m. and went to his office. He returned to lunch, went back to the office, where he stayed until late at night. That apparently was his habit.

"It was an appalling prospect," said Mr. Greene, "for that was not the sort of thing Lady Yule had anticipated. She was taken very ill with malaria and returned to England."

Plat Over His Office.

Sir David never entertained, and when the firm had a new building in Calcutta he had a flat built for himself over the office. When he was made a knight at the Delhi Durbar and was presented to the King, he was holding the hands of some young Indians—members of a family to which he was devotedly attached.

He wrote all his own business

letters and never dictated a letter or let anyone else deal with it.

Mr. Greene said that Sir David left estate in India well over £7,000,000. There was, in addition, substantial property in Great Britain.

In March, 1925, Sir David came to England. He had said he was only coming on a visit, but he stayed until he died in July, 1928. The hearing was adjourned.

When Miss Marjorie Foster, who won the King's Prize at Bisleigh, lunched at Aldershot with the 2nd Batt. of The Buffs—in which her father was formerly an officer—the whole battalion, complete with Colours, was paraded for her reception and she was presented to the troops by the commanding officer with the honours usually reserved for potentates.

Page

Mr. Santa Claus,

Boys!

Tell him about Parker New Streamline Duo-fold Jr. Pen and Pencil Set in Special Gift Box

Page Mr. Santa Claus loud enough for dad's mother to hear—

Tell him about Parker's new Streamline Duo-fold Set in Christmas gift box, a Duo-fold Jr. Pen and Pencil Set for the price of a pen alone of some makes that can't compare with the Duo-fold.

Tip off Santa to the fact that Parker Duo-fold is the only one that writes with Pressureless Touch, and is the only convertible pen—for pocket—for desk. When bought with a Desk Base, your dealer will include a tapered end with-out charge, as well as cap and clip.

Put on the cap and clip when you go to school and you have the regular Pocket Duo-fold to match your Streamline Pencil. Take the cap off on arriving home and screw on the tapered end. Presto—your Duo-fold is now a Desk Pen.

Whether Santa Claus brings you the Desk Base or not, if he brings you the new Parker Streamline Duo-fold Jr. Pen and Pencil Set or a Parker Duo-fold Pen alone, you won't have to buy a Desk Pen later if you want a Desk Set.

Parker dealers invite you to drop in and look over these new Streamline Duo-folds. Take your friends with you. All boys welcome.

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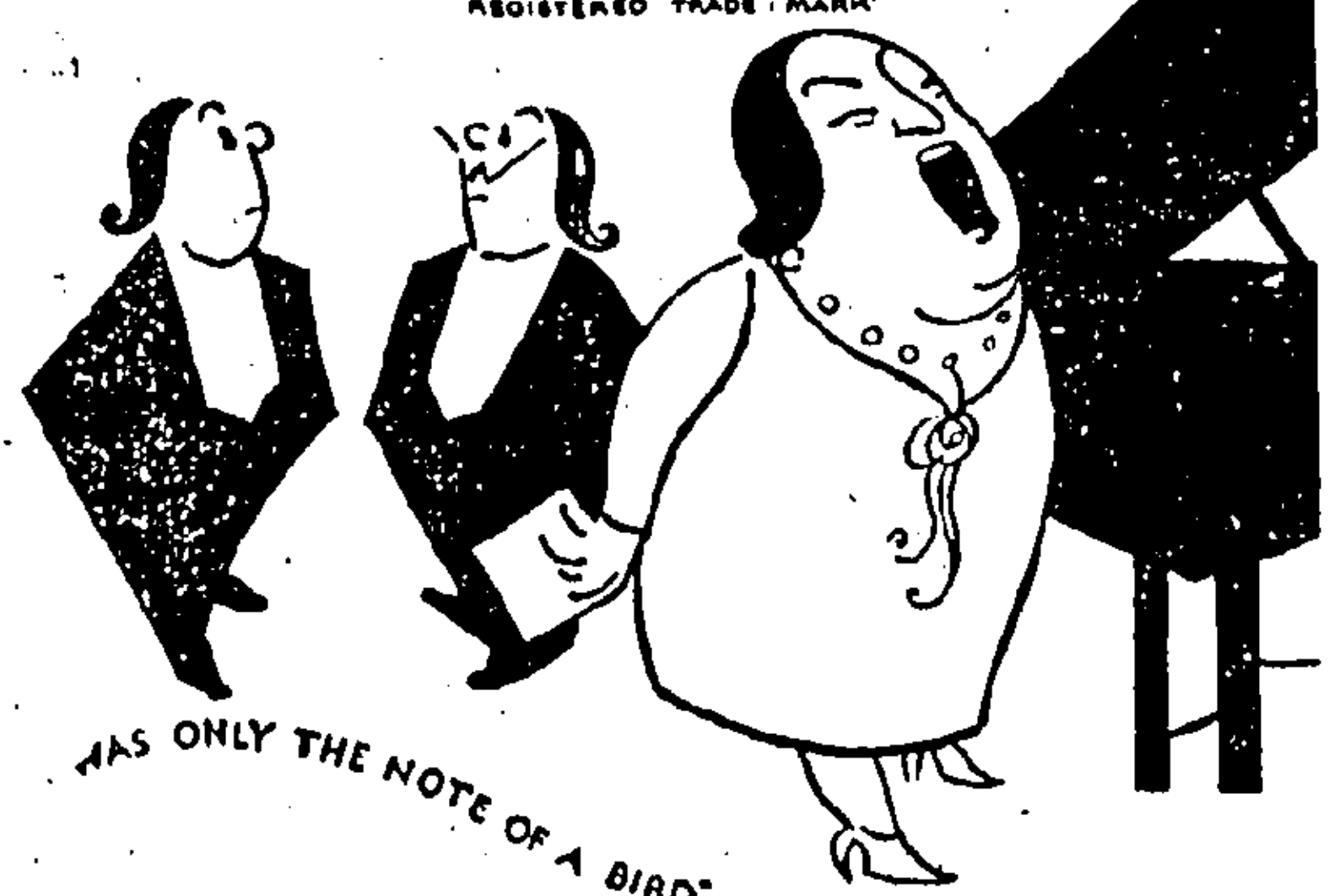
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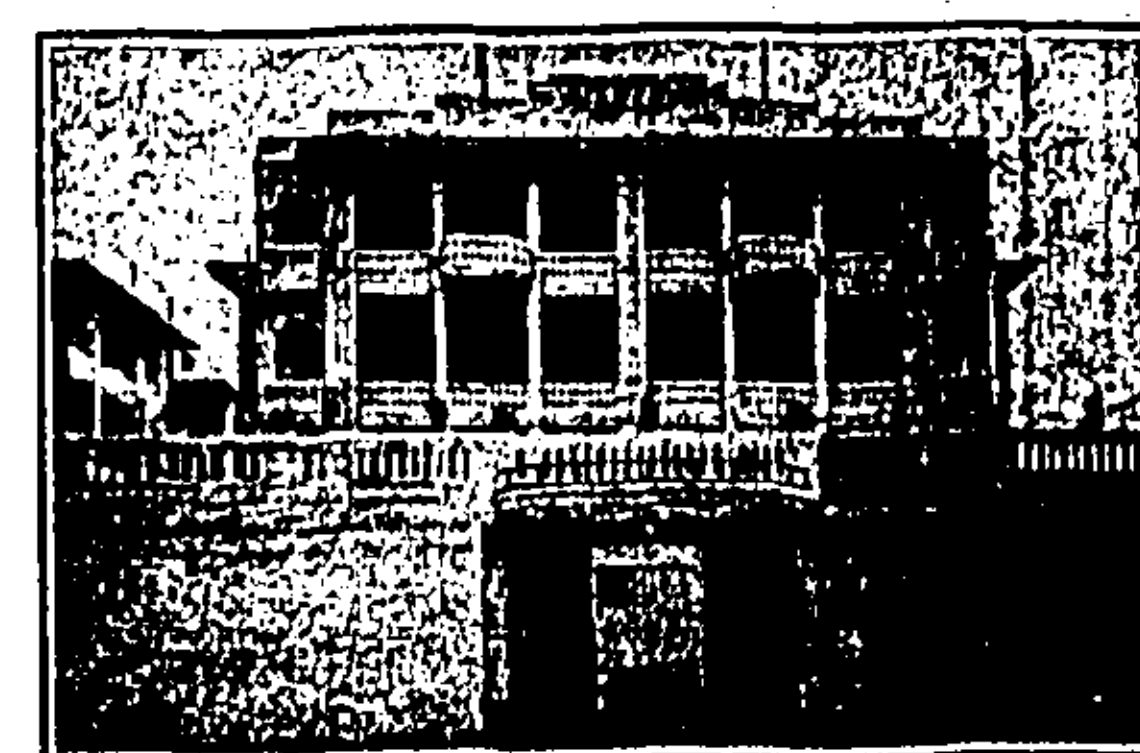
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"YEOMEN OF THE GUARD."

PHILHARMONIC SOCIETY IN A BIG SUCCESS.

FINE PRODUCTION.

That the Hongkong Philharmonic Society had succeeded in establishing a new and higher standard of success was the chief impression gained at the opening night of the Society's production of the Gilbert and Sullivan opera "Yeomen of the Guard," which was enjoyed by a large and enraptured audience at the Theatre Royal last night. The production, in fact, must be counted amongst the most successful yet staged by the Society.

From the opening bars of the overture to the dramatic closing scene, over two hours later, when Jack Point, the strolling jester, whose philosophy of life is bound up in the word "merriment," falls prostrate at the feet of his beloved, a broken-hearted and disillusioned wooer, the whole show goes with a swing, freedom and light-heartedness which assuredly fit in with the authors' intentions. Even the "first-night" hesitancy seemed entirely absent, and it was a tuneful, whimsical, dramatic and wholly delightful "Yeomen of the Guard" which the audience had presented to it.

The Story.

The plot, characteristic of the subtle pen of W. S. Gilbert, is, as is well known, light but entertaining. It centres round the freeing by subterfuge of Colonel Fairfax, who is under immediate sentence of death, from the Tower of London. The complications are afforded by the condemned man's desire to marry before his death, in order to thwart the rascally attempt of his next-of-kin to obtain his estates. This is carried into effect, and the Colonel finds himself free from the bondage of the Tower, but with his life enslaved by the shackles of marriage to a woman he does not even know. He falls in love with Elsie Maynard, who, with Jack Point, a jester, is a strolling player, and eventually discovers that it was she to whom he was originally married in the condemned cell.

Phoebe Meryll, the daughter of the sergeant of the guard, who helps to effect Fairfax's escape from prison loves the young officer, but has to relinquish him in favour of Elsie and in the end gives herself to Shadbolt, the head jailer, whilst poor Jack Point, the jester who had wooed Elsie, finds that he is completely rejected, and brings the play to a close with the singing of his pathetic song "I have a song to sing-O."

The Players.

As the hero, Col. Fairfax, D. M. Richards achieved a marked triumph, his natural acting, delightful enunciation and well modulated singing fitting well in with the part of the brave young officer and light-hearted lover. His two solos "Is love a boon?" and "Freed from his Fetters," were both extremely well sung, and placed the hallmark of success upon a fine performance.

Dorothy Snowden-Jones was equally as happy in the role of Elsie Maynard, and showed skill in handling a part which demanded deft treatment to reveal the character which Gilbert had so neatly drawn. She rendered her solos and part-song work with charm and clarity which left a strong desire for more, and her spoken lines and action were delivered with clearness, marked by that light and shade which is necessary truthfully to convey the character.

An outstanding personality of the evening was Nina Valentine, who, as Phoebe Meryll, carried through her part with great success. Her opening song, "When a maiden loves," was sung with delicate feeling and her subsequent appearances were made happy by perfectly natural acting and dainty singing. That she was thoroughly at home with the subtleties of the part was quickly apparent, and there will be a general desire to hear more of this talented player in local musical productions.

Other Characters.

T. R. Rowell gave a thoroughly satisfying performance as Jack Point, the strolling jester. He did not fall into the error of attempting to overdo the part, but both in his witty sallies and his songs was suitably restrained. His duet with Shadbolt, the jailer, "Hereupon we're both agreed" was enthusiastically enjoyed, and it was undoubtedly one of the bright spots of the opera. He gave full play to his vocal talents in describing the thankless task of a jester, but was even more effective in his closing number "I have a song to sing-O," which was sung with great dramatic effect.

FOREIGN WARSHIPS COMING.

SPANISH TRAINING SHIP & FRENCH CRUISER.

Two foreign men of war are due to visit the Colony next week, and will remain for a few days. On Monday, the Juan Sebastian del Cano, a Spanish training ship, is expected from Manila, on a cruise of the Far East. Of 3,420 tons, the Juan Sebastian del Cano was built in 1926, and makes a picturesque sight when in full sail. She has four masts, schooner rigged, and is equipped with diesel motors. A training ship for officers of the Spanish Navy, the Juan Sebastian del Cano, is manned mostly by midshipmen. It is expected to leave for Japan on Friday.

On Wednesday, the French cruiser Waldeck Rousseau, of 14,220 tons, is due, and will also leave on Friday. On board will be Vice-Admiral Horre, Commander-in-Chief of the French Naval Forces in the Far East.

A. J. J. Brock gave an excellent characterisation of Shadbolt, the head jailer, as one would expect from such an experienced actor and vocalist. W. M. Barton (Sergeant Meryll), E. H. Neale (Leonard, his son), A. E. Stone (Sir Richard Cholmondeley) and Molly Portallion (Dame Carruthers, housekeeper or the Tower), all helped to complete a brilliant cast, and each were wholly successful.

The chorus was good, but might have been better. It displayed a slight tendency to sing flat, but this was probably due to first night tension. It was extremely well-costumed, and, in fact, one of the features of the production was its elaborate and accurate mounting and the minute detail given to costumes and scenic effects.

Trios and Quartettes.

What stood out above all was the exceptionally fine trio and quartette singing. Doris Bielby, Molly Portallion, D. M. Richards, and W. M. Barton excelled themselves in the tuneful quartette "Strange Adventure" and, as was only natural, it was enthusiastically enjoyed. The famous trio "A man who would woo a fair maid" was also given remarkable fine treatment, as was the succeeding quartette "When a wooer goes a-wooing."

The orchestra was well conducted by Mr. F. Mason. Throughout it did its work in a praiseworthy manner and materially helped in making the opera one of the most enjoyable and successful productions yet given in Hongkong.

In this respect, the producer, Mr. R. R. Davies, should receive full acknowledgment for the obviously painstaking manner in which he fulfilled his task. The success reflects the very highest credit upon him as a producer, and on the talented players who had evidently gone out of their way to get a thorough understanding of the theme before attempting to interpret it. Therein lies much of the success of the "Yeomen of the Guard."

Those Who Took Part.

The full cast of "Yeomen of the Guard" was:—
Sir Richard Cholmondeley, A. E. Stone.

Colonel Fairfax, D. M. Richards.
Sergeant Meryll, F. H. Barton.
Leonard Meryll, E. H. Neale.
Jack Point, T. R. Rowell.
Willfred Shadbolt, A. J. J. Brock.
The Headman, A. J. MacFayden.
First Yeoman, G. R. Lieb.
Second Yeoman, A. L. Parsons.
A Citizen, J. A. Shaw.
Elsie Maynard, Dorothy Snowden-Jones.
Phoebe Meryll, Nina Valentine.
Dame Carruthers, Molly Portallion.

Kate (her Niece), Doris Bielby.
Produced by R. R. Davies, Musical Direction by F. Mason, A.R.C.O., L.T.C.L. Assisted by: Asst. Stage Manager, J. Dobson; Lighting, E. Hanlon; Business Manager, H. J. Best; Hon. Pianist, Mrs. C. W. Griggs; Programme Advertising, Mrs. P. V. Harmer; Prompter, W. Gill; Property Master, J. Dobson; Wardrobe Mistress, Mrs. M. M. Mather.

The Chorus.

Chorus of Yeomen of the Guard:—
J. W. Baldwin, H. J. Best, A. G. Brewer, C. G. A. Christian, J. A. Edwards, R. C. Grant, A. C. Jeffreys, J. Lamond, W. P. O'Reilly, D. A. Rushton, C. E. F. Sayer, F. T. Smith.

Chorus of Citizens:—Hilda Arnold, Molly Bedford, Kathleen Bonington, Doris Bielby, Edith Booth, Rita Christian, Rita Cole, Catherine Crowther, Olive Dalziel, Sybil Dalziel, Beattie Gill, Evelyn Gray, Jean Groundwater, Esther Hooper, Doris Hunt, Olive Jeffreys, Mary Jones, Agnes Leib, Joyce Looker, Mary Richards, Dorothy Shaw, Rose Shoemith, Lydia Stirling, Doris Smith, Dolly Stirling, Alice Steele, Messrs. M. Bell, D. Buchanan, A. L. Cole, C. L. Cole, G. H. Fowler, H. P. Morton, G. H. Russell, F. S. W. Smith, W. Stoker.

LAST RACES OF THE YEAR.

GOOD SPORT PROMISED FOR THIS AFTERNOON.

[By "Ringall"]

This afternoon sees the end of racing in Hongkong for the year 1930, and Griffin and Sub Griffin will be made ready for the 1931 season which opens in February next.

Altogether the racing this season has shown a marked improvement, and there is not a shadow of doubt that next year bids fair to be even better. Many wonderful improvements have been made to the course, and visitors these days are loud in their praise of the manner in which the Committee has catered to their wants.

The racing this afternoon should come up to the standard of previous meetings and some really good sports should be enjoyed in the principal events. The Autumn Champions is the main event and equally good finishes should be seen in both the races for subscription griffins. In the handicaps a programme well worth seeing will be submitted, and visitors should have a very good day. My selections are:

1st Race.

Boxing Eve
Royal Flush
King's Colour

2nd Race.

Peter Garney
Billiards
Thracian

3rd Race.

African Eve
Pickle
Crown Prince

4th Race.

Apollo
Nationalist II
Sitting Bull

5th Race.

Mongolian Stag
Duke of Normandy
O-Iris

6th Race.

Tango
Bridge Hall
Shanghai Beau

7th Race.

Christmas Belle
Diana
City Hall

8th Race.

Majestic Hall
Misty Eve
One Third

LORD GLENARTHUR.

CAUSES OF HIS INSOLVENCY.

Lord Glenarthur of Carling, of Pont-street, W., was publicly examined in relation to his affairs at the London Bankruptcy Court. He failed last June, and has filed accounts showing total liabilities of £63,466 and a deficiency of £52,891.

Lord Glenarthur stated that he served during the war and was demobilised in 1919, after which he dealt in motor-cars and acted as director of public companies. Until 1927 he was in receipt of an allowance of nearly £2,000 a year from his father, and he attributed his insolvency to having lived beyond his income, to heavy interest on borrowed money, to the loss of £1,500 invested in a company, and to ill-health, which prevented him from obtaining employment.

Lord Glenarthur agreed that the failure was really due to extravagance. Since June, 1927, he had increased his deficiency, but since January, 1929, he had effected economies. He then expected to receive a substantial amount under the will of his father, who died in 1928.

The examination was concluded.

A Chinese attempted to commit suicide off Blake Pier yesterday afternoon by jumping into the harbour. He was seen by an Indian Lance Sergeant, who instantly dived into the water fully dressed and rescued the man, who was later removed to Hospital.

The orchestra was comprised of:—
Violins.—F. Gonzalez, H. Leong, G. E. Longyear, O. Y. Lyon, O. Schroeder, S. Stacey, S. B. Tan, Viola.—J. M. S. Rosario, Celli.—N. U. Botelho, L. Szente, Contrabass.—P. N. Segueira, Flute.—Bandman R. Simpson, Oboe.—L. Cpl. G. Stent, Clarinet.—Band.—Sergeant N. Harnden, Bassoon.—L. Cpl. E. Stevens, Horn.—Bandman W. E. Norworthy, Trumpet.—Bandman G. Mitchell, Trombone.—Bandman C. Cotton, Timpani.—Bandman A. E. Strurgeon.

Thanks are due to the following for kind help in the production:—
The A. D. C. Daley O'Keefe, W. S. Brewer, B. T. Cunningham, J. O. Greenham, J. W. Jefford, D. J. Keogh, G. A. Moore, W. C. Shields, M.B.E., St. George's Society, The Press, and Miss Kathleen Murphy.

WINSTON SPEECH DENOUNCED.

(Continued from Page 1.)

self, from whatever territory they may come."

The Sub-Committee's conclusions are that the component elements of British India and such Indian States or groups of States as may enter the federation, provision being made for the subsequent entry of such further States or groups as agree to enter. So far as British India is concerned, the federating organism will be neither the Government of British India as it exists at present nor autonomous provinces released from the central tie.

Creation of New State.

The process of federation will involve the creation of a new state deriving its powers in part from the powers which the States will agree to concede to the Crown, to be placed under the disposal of the new federation, and in part from the transfer to it of necessary powers of the Central Indian Government and of the Provincial Governments.

The Federal Legislature should consist of two Chambers, each containing representatives of both British India and the States. The method by which the States' representatives should be chosen will be a matter for the States themselves. If and so long as there are any reserved subjects, it will be necessary for the Crown to be represented in both Chambers. Differences between the two Chambers might be determined either at a joint session or by other means the machinery to be discussed later.

Powers of Legislature.

The final section of the report deals with the powers of the Federal Legislature and a list of 46 subjects provisionally recommended as federal subjects is appended to the report. The list has been prepared on the assumption that the Federal Legislature will be clothed with powers of legislation on all the subjects included.

The inclusion of certain subjects, for example, defence and external affairs, was not specifically considered, since they raise the question of the relations between the Executive in India and the Crown. The Committee recommend some constitutional procedure for additions, from time to time, to the list of federal subjects.

It is pointed out in relation to federal subjects that a distinction is to be drawn between policy and legislation, on the one hand, and administration on the other, and in an Appendix containing the list of proposed federal subjects, qualifications on these lines are made in several instances.

Minimum of Disturbance.

"For a variety of reasons, there are cases in which the States may desire to retain, in matters where, in they agree that control of policy shall be federal, most of the administrative powers which they now exercise, but in so far as they continue to exercise those powers they will do so in conformity with a policy jointly determined and with regulations jointly formulated. Provided the conditions for harmonious evolution are established, it is an advantage that there be a minimum of disturbance in the practical arrangements which already operate. The precise determination of the functions of the Federal and State Governments respectively in these spheres will be a matter for settlement, in respect of each subject, by negotiation. The Sub-Committee are strongly of the opinion there should be only a single Legislature to deal with Federal subjects proper, and with any subjects which cannot at present be either federalised or completely provincialised.

To-morrow afternoon, about about thirty Moslem and Hindu delegates attending the Round Table Conference will visit Chequers to continue their conversations with the Prime Minister regarding Moslem-Hindu differences.—British Wireless.

H.M.S. KENT AT SAIGON.

SPORTS FIXTURES ARRANGED FOR VISIT.

Saigon, Dec. 1.
H.M.S. Kent, flying the flag of Admiral Sir Arthur Wastell, Commander-in-Chief of the British Fleet on the China Station, has arrived here on an official visit, accompanied by the Petersfield. Sports fixtures have been arranged for the ten days of the visit.—Indopacific.

There has been added to the list of medical practitioners the name of Dr. P. S. Steward, St. Stephen's College, Stanley, Bachelor of Medicine and Bachelor of Surgery of the University of Dublin.

CORRESPONDENCE.

Street Sleepers.

[To The Editor of Hongkong Telegraph.]

Sir,—As long ago as December 1926, a meeting was held at Government House to discuss, among other things, means whereby the poor street sleepers might be better sheltered from the wintry weather and might have a cover under which to sleep. Among those present at that meeting were Mrs. Southern and Mrs. Creasy, and it was then decided to refer the matter to the Chairman of the Tung Wa Hospital, the Rev. Mr. Hinward undertaking to place all his knowledge of the matter before the Committee of the Tung Wa Hospital when required. It was further decided to reserve \$500 from a fund to be used when a workable scheme was formulated to cure this distressing problem. Since then nothing more was heard about this matter, and though the census taken by members of the St. Peter's Church Young Men's Club a few years ago showed a huge figure of street sleepers, so far nothing has been done to better their conditions. It would be interesting to know what does the Tung Wa Hospital propose to do for these unfortunate people who are compelled through poverty to seek their rest in the open air through the biting wintry weather.

There are various institutions in the Colony to minister to the needs of the poor, but not one of these has come forward to proffer aid to the street sleepers. Can it be that the street sleepers do not suffer from cold, and need no sympathy? Truly, charity knows as much discrimination as individuals. Why enter for one class of the poor and neglect the other class? Do they not both require help from those who are supposed to look after them? Why must there be investigations, etc., when it is as plain as the light of day that these poor street sleepers do suffer from cold? Must there be a few deaths before any action can be taken to improve matters? Let us hope not! Let the Tung Wa Hospital forget these poor fellows, let the public remind it of its duty, and do not rest until that duty is performed.—Yours, etc.,

A RESIDENT.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1735 b.
Chartered Bank, \$1895 n.
Mercantile A. & B., \$27 n.
East Asia \$115 b.
Insurance.
Canton Ins., \$1,230 b.
Union Ins., \$515 b.
North China Ins., Tls. 160 b.
China Underwriters, \$3.10 s.
Yangtze Ins., \$50 n.
China Fires, \$400 b.
H. K. Fire Ins., \$1215 b.
Shipping.
Douglases, \$285 s.
H. K. Steamboats, \$81 s.
Indo-China, (Del.) \$24 n.
Union Waterboats, \$39 s.
Mining.
Benguets, \$105 b.
Kallana, \$3/9 n.
Shai Explorations, Tls. 1 b.
Raubis, \$31.70 s.
Docks, etc.
Kowloon Wharves, \$178½ b.
Whampoa Docks, \$31 s.
China Providents, \$5.25 b. (old).
Hongkwa, Tls. 280 n.
New Engineering, Tls. 7.10 n.
Shanghai Docks, Tls. 114 n.
Cottons.
Ewo Cottons, Tls. 11.60 n.
Shai Cottons, Tls. 79 (old) n.
Landa, Hotels, etc.
H. and S. Hotels, \$11.40 b.
H. K. Lands, \$83½ b. (old).
do \$82 b.
Shai Lands Tls. 322 b.
Humphreys, \$17.15 b.
Realities, \$9.35 b.
Public Utilities.
Tramways, \$18 n.
Peak Trams, (old) \$14½ b.
Star Forries \$94 b.
China Lights, (Old) \$25.90 n.
H. K. Electric, \$81 b.
Macao Electric, \$28 n.
Telephones \$35½ b.
China Buses, Tls. 19 n.
Singapore Tractions, 7/6 s.
Industrials.
China Sugars, 80 cts. b.
Malabon, \$27½ n.
Cald. Macg. Ord. Tls. 10.75 n.
Canton Iron, \$3.80 n.
Cements (Comb) \$18-10 b.
Ropes, \$31.40 b.
United Asbestos \$5 n.
Stores, etc.
Dairy Farms, \$27.25 b.
Watsons, \$12.80 n.
Der A. Wings, \$1 n.
Lane Crawford, \$9.70 n.
Mackintosh, \$19 b.
Sinceres, \$11.60 n.
Miscellaneous.
Amusements, \$28 n.
Constructions, \$4½ b.
Byque Ind. G. Bonds, \$71 % b.
H.K.G. Loan 6% Prom.

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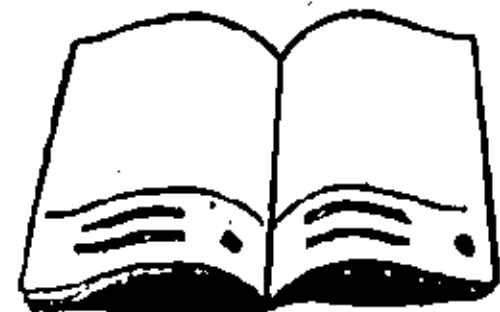
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LAWN TENNIS MATCH.

UNDERGRADUATES BEAT ST. STEPHEN'S.

In a tennis match played between the undergraduates of the Hongkong University and the students of St. Stephen's College, at Pokfulam on Thursday the former won by 68 games to 31. The scores were:

Y. F. Chow and H. N. Lee (University) beat K. M. Lo and W. M. Chang 6-5; beat P. H. Lee and S. F. Chang 7-4; beat Saluoy and T. O. Lo 9-2.

G. de Souza and G. E. Yeoh (University) beat Lo and Chang 9-2; beat Lee and Chang 7-4; beat Saluoy and Lo 6-5.

F. Y. Khoo and T. K. Lien (University) beat Lo and Chang 7-4; beat Lee and Chang 9-2; beat Saluoy and Lo 8-3.

BRIGHTER CRICKET IN MADRAS.

HOBBS MAKES 77 AND SUTCLIFFE 40.

Calcutta, Dec. 6.
Ten thousand people watched Hobbs and Sutcliffe, batting for the Maharajah of Vizianagram XI in the second innings against the Madras Presidency.

Both played free cricket and did well. Hobbs making 77 and Sutcliffe 40. Only exceptional fielding prevented Hobbs reaching his century.

In the first innings the star batsmen failed, Hobbs contributing 19 and Sutcliffe 17 to a total of 110.

HOCKEY.

HONGKONG HOCKEY CLUB vs. K.B.S.F.P.A.

The following will represent the "Club" 2nd XI on Monday, at King's Park at 5 p.m.:

W. Borrowman, L. F. Nicholson, L. A. R. Duncan, C. J. D. Law, E. G. S. Dale, J. B. Napier-Bell, H. A. F. Kerle, S. J. H. Fox, L. G. Frost, W. A. Nowers, E. C. Fletcher.

R. S. C. Beat Naval Team.

The Radio Sports Club met H.M.S. Tamar and Small Ships in a hockey match yesterday afternoon, at King's Park, and defeated the latter by three goals to one.

The Health Bulletin of Eastern Ports for the week ending the 6th instant shows the following cases of infectious diseases and the deaths therefrom: Plague, 1 case; 1 death; Cholera, Bombay 4 cases; 1 death; Calcutta 2 cases; 1 death; Tutuorin 1 case; Pondicherry 1 case; 1 death; and Pnom-Pengh 1 case; 1 death. Small-pox Bombay 1 case; 1 death; Berbera 1 case; Calcutta 6 cases; 4 deaths; Coochin 6 cases; 2 deaths; Madras 6 cases; 2 deaths; Negapatnam 1 case; Vizianagaram 1 case; Penang 1 case; Shanghai 5 cases; 3 deaths; and Dairen 1 case.

CINEMA NOTES.

WORK, THEN REST, ADVISES GARBO.

An advocate of the strenuous life, yet a firm believer in rest—this seemingly paradoxical attitude is assumed by Greta Garbo, Metro-Goldwyn-Mayer star.

"Work with all the punch that you have in you," says Miss Garbo. "Don't shirk or watch the clock when you are in a job whether it be typewriting, clerking, selling bonds, clothes or other merchandise, writing, acting, singing or cooking a meal. Put all that you have into your work, and the return will be one hundred fold."

"But when the day's work is over, relax. No matter how strenuous the day, try and get a breathing spell of at least twenty minutes. By this I mean a complete letdown from work and worry over affairs of the day."

Everyone must work out his own system of relaxation. For myself, I have found the most effective method is to recline on a couch. I close my eyes and endeavour to relax every muscle. Then I try to think of the pleasantest thing I can and drift off as it were to "never-never-land." In this fashion tired nerves loosen, my body feels free and at the end of twenty minutes I feel refreshed and able to carry on again.

In addition to this, I do not believe in burning the candle at both ends. Nature takes her toll, and the man or woman who does not have sufficient sleep will pay in the end. As to the amount, that depends on the individual. Napoleon is said to have needed only four hours; others need double that amount. But one can soon determine what is best, for if one arises rested in the morning his demands have been fulfilled.

Miss Garbo's latest picture is the all-talking production "Anna Christie" which is now showing at the Queen's Theatre.

Over 2,000 War Veterans In Scenes.

More than 2,000 war veterans were employed in the making of "All Quiet on the Western Front," coming on Sunday to the Queen's Theatre. Most of them were American ex-service men. The others were soldiers who had served with the Germans, French, English, Russians and Italians. Some of them were the uniform of France and other times the grey of Germany. For a month and more they lived together at the huge camp established by Universal on the Irvine ranch, near Los Angeles, sharing the same quarters and food while the battle scenes were being made. There was a perfect spirit of comradeship, the hate of the war forgotten.

Practically every person engaged in filming "All Quiet" had previous military or actual war experience. This was true of women as well as the men. Several of the women appearing in the picture acted as nurses in Europe during the World War.

Nationals from every country, men who had fought each other from different war fronts, marched in the troops engaged in making the picture. Most of them were experts.

This accounts for the startling realism of the hundreds of scenes that comprise the film masterpiece. Veterans from England, the United States, France, Belgium, Germany, Italy, Rumania and other countries enlisted in the ranks and gave expert advice in setting up and directing the scenes.

Hundreds of members of the American Legion, men from more than a score of states who had seen war in Europe, were employed by the company in making the picture. The

SWIMMING RECORD.

FIVE HUNDRED METRES BREAST STROKE.

Brussels, Dec. 12.
The Ghent swimmer, Van Parys, has swum five hundred metres (breast stroke) in 7 minutes, 40 2/5 seconds, a world's record. (The previous best was accomplished by E. Rademacher (Germany) in 1925, when his time was 7 min., 40 4/5 sec.)

result of their work is seen in almost every scene.

This unusual picture, one of the greatest war pictures ever made, does not tell a story in the ordinary sense of that word. But it does indicate a larger story, the story of a nation in its reaction to the horrors of war.

Picture Honours For The Year.

The long-awaited annual merit awards of the Academy of Motion Picture Arts were announced November 5th, at the third annual dinner of the organization. Arliss, Metro-Goldwyn-Mayer walked off with chief honours.

Norma Shearer, versatile M-G-M star, was acclaimed for what this organization terms the best acting performance of the year as a result of her characterization in "The Divorcee." Miss Shearer recently signed a new long-term contract with Metro-Goldwyn-Mayer and will soon be seen in an adaptation of Ursula Parrott's novel, "Strangers May Kiss." Universally "All Quiet on the Western Front" was voted the best picture of the year, and Lewis Milestone, who wielded the megaphone for the prize-winning picture, was named best director.

George Arliss is designated best actor for his work in "Disraeli," and Wallace Beery's "Big House" performance was rated second to that of Arliss. "Big House" is another feature Metro-Goldwyn-Mayer production.

Frances Marion, also of M-G-M, won the coveted prize for writing achievement on the basis of her excellent story, "The Big House." Douglas Shearer, sound recording engineer at M-G-M, won the award for the best sound reproduction of the year in "The Big House."

"Let's Go Native."

The New York musical stage has contributed four of the featured players in the cast of "Let's Go Native," big fun and music frolic to be seen and heard on the main item on the programme at The Central Theatre all this week. Jeanette MacDonald, Jack Oakie, James Hall and Skeets Gallagher all established reputations in Broadway musical-comedy productions before entering moving pictures.

Hall was the first to leave the stage for the screen, Oakie and Gallagher were next, arriving in Hollywood shortly before celluloid went articulate. Hall was Clara Bow's leading man in two pictures, Oakie and Gallagher did big parts in the silents, being teamed for work in their first all-talking production "Close Harmony."

Miss MacDonald's debut was in "The Love Parade" as Maurice Chevalier's leading lady. Her next part was the romantic lead in Dennis King's "The Vagabond King."

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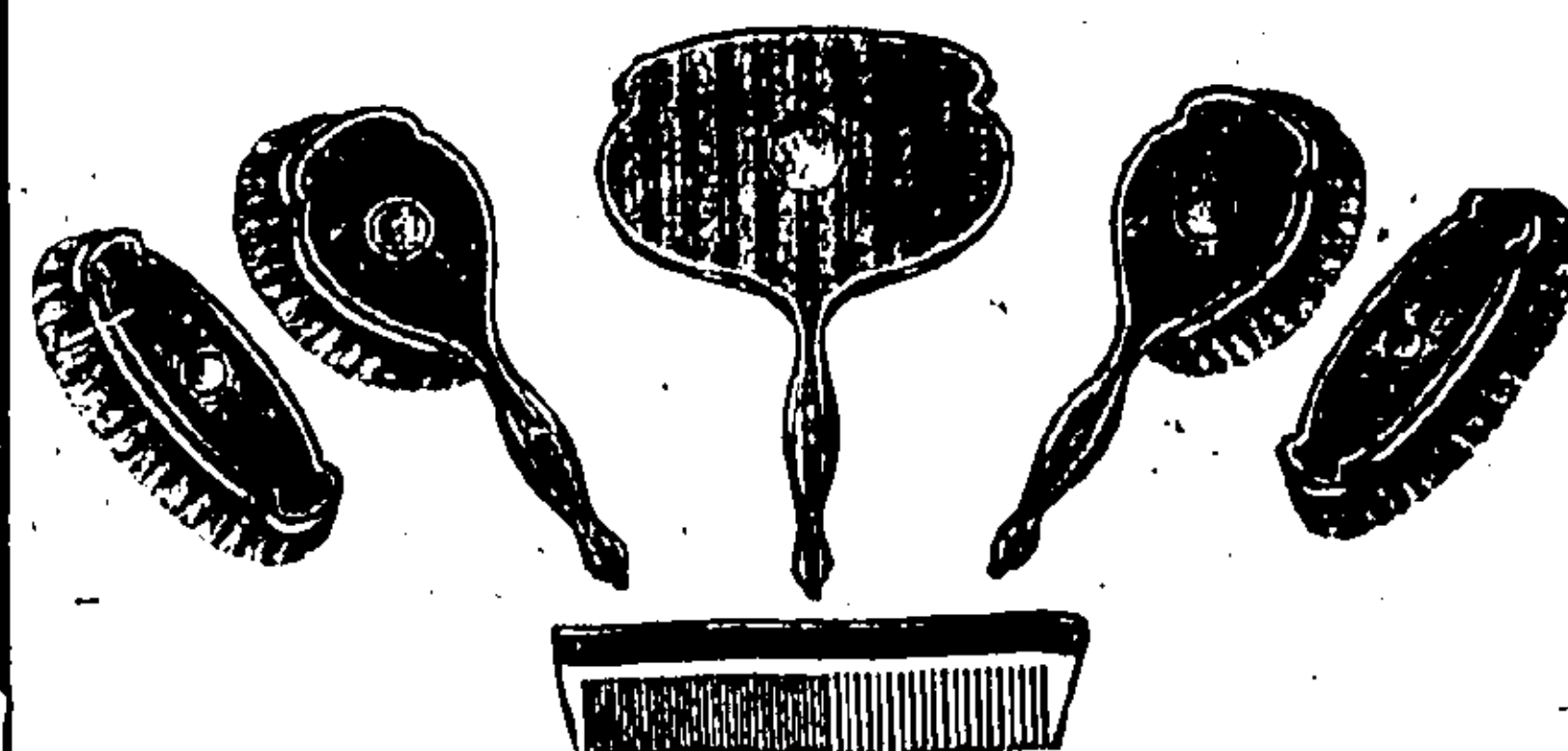
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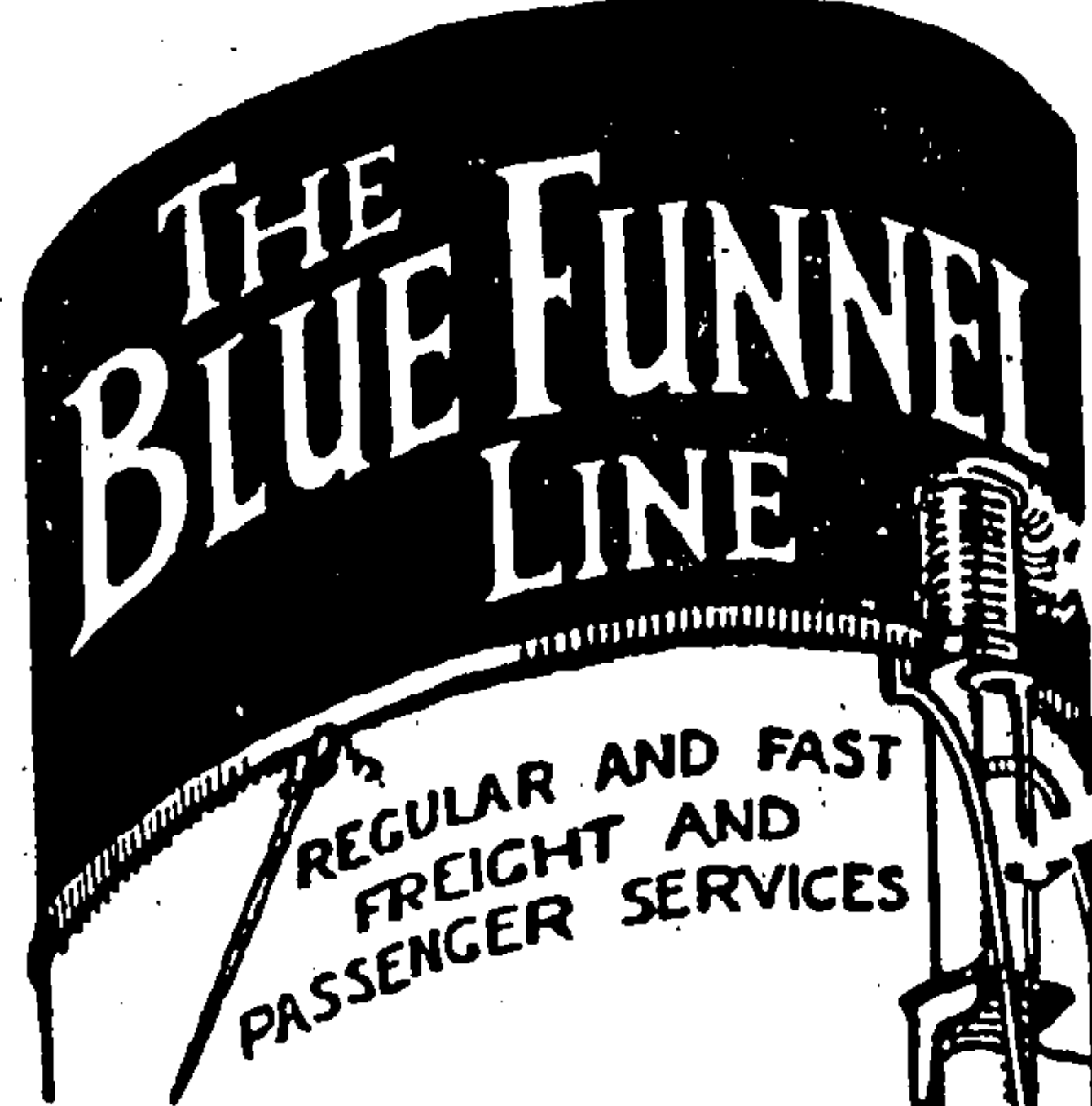
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TEUGER 18th Dec For Victoria, Van'ver & Seattle
EXION 18th Jan For Victoria, Van'ver & Seattle

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TO OSAKA via AMOT, SHANGHAI, MOJI & KOBE	Kutsang.	Fri. 19th Dec at 7 a.m.
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TO SANDAKAN	Mausang, Himsang.	Mon. 22nd Dec at noon. Sat. 3rd Jan at noon.
TO TIENTSIN via SWATOW & FOOCHOW	Yusan, Chipshing, Choongshing.	Sun. 14th Dec at 7 a.m. Sun. 21st Dec at 7 a.m. Thurs. 25th Dec at 7 a.m.

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A UNIQUE APPEAL.

ECHO OF SYDNEY HARBOUR COLLISION.

While Mr. Einstein is in London the Privy Council has been considering relatively questions, with datum-point, co-ordinates, time-factor and photographs by the dozen in a collision suit which promises to be one of the most remarkable heard for a long time in London, says the Liverpool Journal of Commerce.

The Admiralty Court frequently makes its way between piles of photographs, as amid sandbanks, but they are generally photographs of the after-effects of a collision and the locus. This case is exceptional, in that the photographs would seem actually to be photographs of the collision itself. The case is unique in that sense, and it is peculiar in this further respect that, while judges tend to look askance on photographs with a cold, critical and doubtful eye, these photographs have assumed a steadily increasing importance in three successive trials, until the Privy Council has devoted a week, it might almost be said, to looking at nothing else.

Lord Merivale, as President of the Admiralty Court, presided over the Privy Council, the other judges being Lord Atkin and Russell (both with an old experience of collision cases in the Appeal Court), and it is worth adding that the case for the respondents—the London steamer St. Albans—was presented and would have been conducted by the new Admiralty judge, Mr. Justice Langton, but for his elevation to the bench. The Privy Council—about which there is always a domestic look with everybody on the same floor level—has worn the aspect of a drawing-room party, with everybody—judges, nautical assessors, counsel and solicitors—absorbed in the study of photographs. It will be more instructive to leave the Privy Council with its photographs, for a moment to look at the scenery of Sydney Harbour.

Question of Rules.

The St. Albans, coming in from Japan, on a course S. W. by S., roughly would have Bradley Head on her starboard hand, and would round under port helm and so turning in pass outgoing vessels port to port. Outgoing vessels are going westerly. Do the narrow channel rules apply to

this collision, or the crossing rule? was one of the original questions in the case, and the crossing rule, which the outgoing motorship Crown City invoked, would, of course, put the St. Albans under the duty (being "green" to the Crown City's port) to keep out of the way. The collision was a daylight collision, shortly before one in the afternoon of Oct. 22, 1927. The steamer Orungal preceded the Crown City going down, and had a passenger on board who was busy with a camera. He took three "snaps" of the following Crown City before, immediately, and at the time of the collision. The "time of collision" is not precisely a point of time, for after the first smash—the St. Albans' bows with the port side of the Crown City, abreast the foremast—the vessels parted and swung together again, the port bow of the St. Albans with the port side of the Crown City lower down.

To go to the root of the matter at once, on the St. Albans' submission, the Orungal and another ship passing out, crowded her in towards the shallows beneath the head, and, while there, the Crown City, cutting a corner, hit her in the St. Albans' own water. On the narrow channel theory, that would be fatal to the Crown City, and, if there were no other considerations, the case is decided by the mid-channel line. The trial judge found the collision was far out from the head, and condemned the St. Albans as alone to blame. The Crown City put the place of collision 1,000ft. south by west of Bradley Head, or 800ft. south-east by south of where the St. Albans said it was. Now one may return to the photographs. The trial judge in effect said "take 'em away." He examined them, but said he preferred to rely on the witnesses, the evidence before him being mainly on paper from a previous Court of Marine Inquiry, the ships and their crews having long gone away on their respective businesses. He remarked he regretted their absence, and that he had not seen the whites of their eyes. The St. Albans appealed and went to the Supreme Court of New South Wales and the Supreme Court decided to have the photographs (which in themselves were not new evidence), and also more elaborate interpretations of them by more surveyors.

Wealth of Calculations.

This led in a wealth of calculation. There were the calculations of the surveyors in the Court below, and the calculations of three other sur-

vivors, with stars of radiating lines to buildings and landing points on the shore in the photographs, and bearings, taken in launches and finished in offices, to determine first of all the precise place of the Orungal when the photographs were taken, for, as a judge of the Supreme Court said, "Tell me where the Orungal was, and I will tell you all the rest!"

Everything was worked out in co-ordinates east or west and north or south of the datum point of the Observatory, and eight calculations brought the camera (and the Orungal) within a field of between 580ft. and 980ft. of Bradley Head. Then they got to work on the significance of the pictures, and the Supreme Court seem to have concluded that the Crown City was in the St. Albans' water, and the collision was not at all to blame—or the Crown City, had not proved her case against her.

Thereupon the United States Shipping Board—and all the photographs and calculations—came to the Privy Council, and the Privy Council has sat fascinated under their spell ever since.

The St. Albans, of London, is 4,119 tons gross and 3,677t. long; the Crown City, 5,428 tons gross and 4,267t. over all. Mr. C. R. Dunlop, K.C., was for the appealing Shipping Board, with B. B. Stenham, instructed by Messrs. Thos. Cooper and Co.; and Mr. Norman Rabeurn, K.C., and Mr. H. W. Willmer for the St. Albans, instructed by Messrs. W. A. Crump and Son.

The appellants complained of the admission of further evidence at the trial judge said he could "not rely with confidence" on the photographs. The photographs had been powerfully enlarged, and things were said to have emerged in the enlargements which it was suggested were altogether doubtful. It was insisted that the place of the St. Albans should have been under the Crown City's stern, and the appellants said the Crown City was keeping her own starboard side of mid-channel.

Originally indistinct, the photographs on which so imposing a structure of calculation was afterwards imposed were declared to be originally "indistinct," and the Court was reminded that photographs were so deceptive and liable to error that they were rarely relied on in the Admiralty Court. Here they were taken on a vessel going eight knots. (Continued on Page 15.)

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ANDRE LEBON ... 6th Jan. 1931.

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Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 20
Mar. 18	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Apr. 25	Apr. 28	Apr. 30	May 2	May 14
May 8	May 11	May 14	May 16	May 25
May 25	May 28	May 30	May 31	June 10
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A UNIQUE APPEAL.

(Continued from Page 14.)

and were of two other ships, both in motion, and it was represented that Mr. Einstein himself would have been beggared to find the place of collision from them. Buildings said to be identified on the skyline were 2½ miles away, and the appellants deplored the inference that lines of transit radiating from the camera could show the Orange 750 feet from Bradley Head, and the place of collision 180 feet, with the Crown City proceeding on a course which would have required Mr. Einstein's heart, as being a curvature.

Neither vessel put the place of collision where the marine surveyors said the photographs did, and the Crown City's course was a right line—according to all the witnesses. The place of collision was 1,600 feet southward of Bradley Head, and at 1,000 feet the St. Albans could have passed port to port in safety. The appellants marvelled that a judge of the Supreme Court could have said that he had "no hesitation in discarding any oral evidence which was inconsistent with the facts disclosed by the photographs"; the Court of Appeal treated them as conclusive.

For the St. Albans, the local coastal sailing directions were put in, which prescribed that outward-bound vessels must keep three cables, or 1,800 feet, clear of Bradley Head, and as to the Crown City's plea that she could not go out into the naval anchorage ground, the photographs, which showed so many other things, showed there were no vessels in the anchorage ground. The Crown City simply deprived the St. Albans of her room for her turn by cutting a corner.

The respondents then opened out their photograph books, and it at once appeared that there was a Davy Jones in the case. They mentioned from David Jones, St. Mary's Cathedral, Agincourt House on Woolloomooloo Wharf, the cupola of the Australian Dux Co.'s building, the skyscraper Astor Flats, and the Penguin moored off the eastern shore of Garden Island—all details which sprang to light as identifiable directly in the photographs were sufficiently enlarged. The experts, they claimed, were then able to "interpret" the photographs with absolute clarity.

On the Court might have gone out in a launch and viewed the landscape for themselves. Under the direction of one of the surveyors beautiful corroborative panoramic views of the coastline had been obtained from the same marine viewpoint.

The St. Albans, finding the Crown City in her wrong water, reversed and dropped her starboard anchor, and did all that was humanly possible to avoid the collision. The photographs even showed the wake of her reversing! The Crown City acted on the mistaken assumption that what she had to do was to keep course and speed.

SEGRAVE MEMORIAL.

TROPHY FOR ANNUAL AWARD
CONSTITUTED.

London, Dec. 12.

The memorial fund to Sir Henry Segrave has now been closed, the donations, which were headed by the Prince of Wales, having reached an adequate amount.

One thousand pounds sterling has been set aside for a Segrave Trophy, to be awarded annually to the British man or woman who accomplishes the most outstanding demonstration of the possibilities of transport by land, sea or air. The awarding committee, on which aero, motor, marine, engineering, and newspaper interests will be represented, will meet annually to review the achievements of the preceding year and allot the trophy accordingly. —British Wireless.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUALS DES
MESSAGERIES MARITIMES.

The Steamship,

"SPHINX"

Arrived Hongkong on Tuesday,
the 9th December, 1930,

from MARSEILLES &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasures and Valuables, are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 18th December, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 16th December, 1930.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected in any case whatever.

R. OHL,

Hongkong, 9th December, 1930.

WILH. WILHELMSSEN.

THE NORWEGIAN AFRICA AND
AUSTRALIA LINE.

The Motorship

"TUDOR"

having arrived from Norway via ports on the 9th December, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Goods not cleared after the 17th December, 1930, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 16th December, 1930, at 10 a.m. by our Surveyors, Messrs. Anderson and Ashe.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

THORESEN & CO., LTD.

Hongkong, 9th December, 1930.

ANOTHER BANK SUSPENSION.

"RUN" FOLLOWS SUICIDE OF
A CASHIER.

Springfield, Dec. 12.

It is announced that State Bank examiners have temporarily taken over administration of the West Springfield Trust Company, which did not open yesterday, after a run on the bank due to the suicide of the cashier. —Reuter's American Service.

At Hollywood, Dec. 12.

According to a statement by one of the directors of the Guaranty Building Loan Association, an official of the Association has confessed to defalcations, allegedly amounting to \$28,000,000.

This official was also connected with the Bank of Hollywood, which failed to open on Monday. —Reuter's American Service.

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th December, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st January 1931, or they will not be recognized.

No Fire Insurance will be effected

BUTTERFIELD & SWIRE,

Hongkong, 12th December, 1930.

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STRAITS.

The Steamship,

"BENARTY"

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th December 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd January 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th December 1930, at 10 a.m., by Messrs. Goddard and Douglas.

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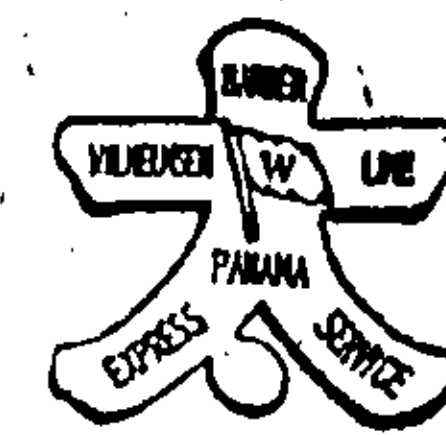
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RANCHI	16,650	3 Jan. 1931.	Bombay, M'los & L'don
*MIRZAPUR	6,715	4th Jan.	Straits, Colombo & Bombay
*JEYPORE	5,318	10th Jan.	M'los, L'don, Hull, H'burg, Rotterdam & Antwerp
KASHMIR	8,985	17th Jan.	M'los, L'don, Hull, Rotterdam & Antwerp
COMORIN	15,132	31st Jan.	Bombay, M'los & L'don
*PERIM	7,640	7th Feb.	M'los, London, Hull, H'burg, Rotterdam & Antwerp

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BRITISH INDIA-APCAR SAILINGS

SIRDHANA	7,745	24th Dec.	S'pore, Penang & Calcutta
TILAWA	10,006	7th Jan. 1931.	S'pore, Penang & Calcutta
TALAMBA	8,018	14th Jan.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	2 Jan. 1931.	Manila, Rabaul,
NELLORE	6,853	31st Jan.	Brisbane, Sydney
TANDA	6,956	28th Feb.	and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—10 days.

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The P. & O. French Service of Steamers to London via Suez.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*PERIM	7,640	19 Dec. 6 a.m.	S'hai, Moji, Kobe & Yoko
KASHMIR	8,985	20th Dec.	S'hai, Moji, Kobe & Yoko
TALAMBA	8,018	26th Dec.	Amoy, Moji, Kobe & Osaka
*KIDDERPORE	5,334	1st Jan. 1931.	S'hai, Moji & Kobe
COMORIN	15,132	3rd Jan.	S'hai, Kobe & Yoko
NELLORE	6,853	6th Jan.	S'hai, Moji, Kobe, Osaka & Yoko
TALMA	10,000	12th Jan.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	17th Jan.	S'

CENTRAL THEATRE

TO-DAY & TO-MORROW ONLY.
DAILY at 2.30, 5.10, 7.15 & 9.20 p.m.



JEANETTE
MACDONALD

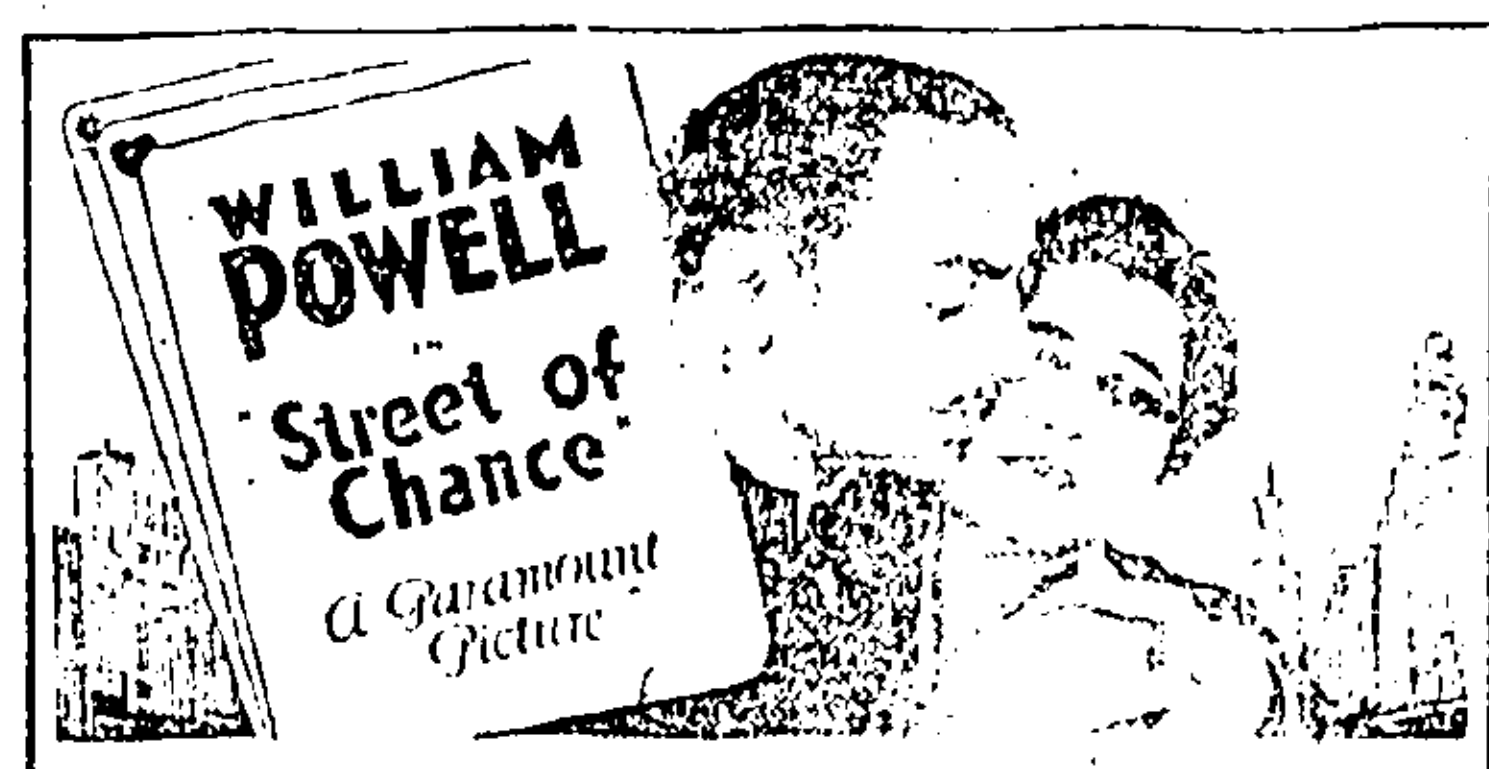
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"THE LOVE PARADE"

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KATHRYN CRAWFORD

Her tromping lips told him of the Song in her heart. A stirring romance beautifully pictured from the great stage success by Edward Locke.

MAJESTIC THEATRE

Printed and Published for the Proprietors by FREDERICK PERRY FRANKLIN, at 1 and 8, Wyndham Street, in the City of Victoria Hongkong.

REGISTRATION OF NURSES.

SYSTEM TO BE INTRODUCED IN HONGKONG.

BENEFIT TO PUBLIC.

The Gazette contains the draft of an Ordinance to provide for the registration of nurses for the sick.

It is explained that by registration the public will be safeguarded by knowing that the nurses registered under the proposed Ordinance have been properly trained and examined, and are competent to take charge of their patients. It will also enable persons requiring nurses, both the medical profession and private individuals, to inspect the register and select nurses trained in the particular work which they are desirous of undertaking.

The Bill follows the English Act, the Nurses Registration Act, 1919, with this difference that a Board is substituted for the General Nursing Council, and regulations by the Governor-in-Council are substituted for rules made by the General Nursing Council. This latter course is taken in conformity with the usual practice in the Colony.

The Bill is drafted with the further object of obtaining from the Nursing Councils for England and Wales, Scotland, Northern Ireland and the Irish Free State respectively similar treatment for nurses which will be registered under it to that which the bill purposes conferring upon Nurses registered under the said Councils.

Provision is made also for the registration of nurses trained in any place outside the Colony provided that the training and examination is of the requisite standard. This will enable nurses trained in China, if efficiently trained, to be registered.

Chinese Institutions approved by the Board will be enabled to carry on the training of nurses.

This Bill and proposed regulations have been submitted through the Secretary of State to the Nursing Authorities in England and Wales, Scotland, Northern Ireland and the Irish Free State and the recommendations made by them have been embodied in the bill and regulations.

THE ART CLUB'S EXHIBITION

IMPRESSIONS BY A NON-EXHIBITOR.

A totally different note is sounded in this year's Art Club exhibition as compared with that of last year. One remembers the exhibits of last year for the similarity of subject dealt with by a large percentage of the pictures. We miss the more advanced oils of Mr. Noise, but, on the other hand, profit by a range of subjects not before attempted. This year's show distinctly leaves the impression that there are other branches of art besides the usual water-colour studies of Hongkong and its environs, and also that the road to artistic merit is by no means easy.

Drawing and abstract colour compositions do not seem to have been so scrupulously avoided as formerly, although the absence of a few of last year's artists is felt in the number of the exhibits.

Taking pictures individually, one finds Commandant Cande's church interiors amongst the best. The idea of age and austerity is admirably conveyed by a fairly dry brush; at the same time, however, the vivid purity of colour in places belies this impression of age that the artist has so aptly rendered otherwise.

Unquestionably one of the most charming pictures is by Miss Peyton called "The Pier." A perfectly simple study that indicates the paramount desire on the part of the artist to "feel" the subject.

One finds another picture worthy of note in "Flower Street" by Teheng Hing, although it is hard to reconcile it with a hundred dollars. The method of its painting is one as yet practically untried in artistic circles here, and would repay a little study. Flower Street in brilliant sunshine cries out for a balance of small, low tones to enhance its value as a picture. The charming lack of temerity shown by Miss B. Macfadyen in exhibiting her three studies is admirable; whilst the quality of Mrs. Macfadyen's work clearly indicates that her best lies in figure studies.

Welcome departures from the usual are lent by Dr. Newton's statues, Lady Peola's tapestry and some extremely good miniature by Mrs. Smyly, the latter being amongst the best local work we have seen.

On the whole one may say by reason of its versatility that the exhibition reflects not a little credit on the Art Club as an institution, and as such, it deserves more active support if only for the reason that it promotes a healthy aesthetic appreciation, a faculty fast becoming obsolete.

L. H. P.

LOH HWA PLAYERS STATUS.

FULL TEXT SHANGHAI FINDINGS.

EVENING DRESS SUITS AND DAILY EXPENSES.

MAKE NO DIFFERENCE.

The full text of the findings of the special committee of investigation which was appointed by the China National Amateur Athletic Federation to inquire into the Loh Hwa "tour" has been issued for publication.

It is especially interesting as the Commission comes to the conclusion that the players are entitled to retain their amateur status though all of them received \$2 per day for expenses, for which they gave no receipt, and all were supplied with football gear and a dress suit.

Official Report.

The official report states: Whereas the Loh Hwa Football Team is an amateur team and its players are generally of Chinese nationality, whereas the China National Amateur Athletic Federation has under its jurisdiction the control of all amateur sports, and whereas certain charges have been made in regard to the amateur standing of the Loh Hwa players, therefore be it resolved that the Board of Directors of the China National Amateur Athletic Federation appoints a special commission to investigate into this matter.

DOLLAR'S DOWNWARD COURSE.

Drops Another 1/8th This Morning.

FRESH LOW RECORD.

The downward trend of the dollar continues. Yesterday afternoon it declined a farthing on the opening quotation, closing at 18.12 1/2.

This morning, the opening rate is 18.13 1/2, which represents a further drop of 1/8th. Thus since yesterday morning, there have been a decline of 3/8ths of a penny.

tors of the China National Amateur Athletic Federation appoints a special commission to investigate into this matter.

1.—Creation of Commission. The Commission was created by the Board of Directors of the China National Amateur Athletic Federation.

2.—Nature of Commission. The Commission is an independent body and is responsible to report all its findings to the Board of Directors of the China National Amateur Athletic Federation.

Function of Commission.

3.—Function of Commission. The primary function of the Commission is to investigate the amateur standing of the football players who had participated in the last football tour conducted under the auspices of the Loh Hwa Athletic Club.

The Commission met several times and interviewed some of the Loh Hwa football players and officials on November 13th, 1930 at 4.00 p.m. at the Bankers' Club, Shanghai.

The Commission hereby begs to submit its findings as follows:

1.—That the said tour was organized by a few individuals under the name of Loh Hwa Athletic Club.

2.—That the team did not secure any official sanction either from the China National Amateur Athletic Federation or from the Shanghai Football Association.

3.—That the team used the name "Loh Hwa" at its start and later changed into the name "Chinese Amateur Soccer Team" (Hwa Jen Yuan Cheng Tai).

No Contracts.

4.—That there was no contract signed between the players and the sponsoring organization.

5.—That Sergeant Harris was responsible for conducting all negotiations in England.

6.—That A. H. Leslie, Esq. was asked to serve as trainer of the team and as corresponding secretary.

7.—That a certain amount of guarantee was promised to the visiting team for every game to be played.

8.—That there was no representation given to the players on financial matters of the team.

9.—That all financial dealings were handled through Mr. H. C. Yui, manager of the team representing the Loh Hwa Athletic Club.

PROTECTING WILD BIRDS.

PROHIBITED AREA NOW RE-DEFINED.

AMENDED RULES.

It is notified in the Gazette that the regulations in the schedule to the Wild Birds Ordinance, 1922, have been amended in certain respects.

Paragraph A of Regulation 1 has been deleted and a new paragraph substituted therefor. This lays down the following as the area in which no bird other than vermin shall be killed, wounded or taken:

"That part of the New Territories situated at or near Fanling which is bounded by a line drawn from Fanling railway station up the crest of the ridge meeting the railway at this point continuing south-westwards along the crest of the ridge down to its junction with the path leading towards the Ha Tse Gap and along that path to where it meets the Tsui Kan Stream; thence by the main Tsui Kan Stream to where it meets the main road near Ho Tung Farm; thence by the main road to the level crossing near Fanling Village; thence by the railway line to Fanling railway station."

Note 2 in the form of game licence has been amended to read that no birds of any description, may be killed, wounded or taken in any prohibited area.

NEW GOVERNOR OF NIGERIA.

SIR DONALD CAMERON APPOINTED.

London, Dec. 12.

H. M. the King has approved the appointment of Sir Donald Cameron, Governor and Commander-in-Chief of Tanganyika Territory, to be Governor and Commander-in-Chief of Nigeria, in succession to Sir Graeme Thomson.—*British Wireless.*

[Sir Donald Cameron has been Governor of Tanganyika since 1924. He had previously served in British Guiana, Mauritius and Nigeria.]

Among the passengers arriving in the Colony by the s.s. Sarpedon yesterday were the Rt. Rev. C. R. Duppuy, Bishop of Victoria, and Mrs. Duppuy.

whatever the locality) as pocket money to defray sundry expenses.

Dress Suits.

11.—That each player was equipped, at the expenses of the Loh Hwa Athletic Club, with regular football gear including an evening dress suit, the latter not over \$250.00 Shanghai currency.

12.—That there was no receipt required for the \$200 pocket money a day, but all players had rendered receipts for evening dress suits.

13.—That Mr. H. C. Yui was responsible for the Loh Hwa Athletic Club in all financial matters.

14.—That Mr. H. C. Yui has not as yet rendered his accounts to the Loh Hwa Athletic Club (some of the accounts are still outstanding in connexion with the different games played).

15.—That financially the tour was a success.

16.—That on account of the advice from London the trip was postponed.

17.—That it was originally planned to be an eight month tour.

18.—That actually the team was away for about three months.

Conclusions.

1.—Under the amateur rules of the Far Eastern Athletic Association (see page 17 of the Ninth Far Eastern Championship Games Official Report by the China National Amateur Athletic Federation) and under the amateur rules of the Federation Internationale de Football Association, the Commission failed to find that the players have violated any of the amateur rules.

2.—The Commission suggests that Mr. H. C. Yui be requested to submit his financial report to the Loh Hwa Athletic Club at the earliest possible moment.

Suggestions.

1.—The Commission suggests that a special committee be appointed by the China National Amateur Athletic Federation to study the whole question of amateur rules governing Chinese amateur sports.

2.—The Commission further suggests that it should be made known to the public that any team or teams making a tour in foreign countries in the future must apply for permission from the Federation. Failing to observe this requirement will subject the team or teams to severe investigation.

AMUSEMENTS OF HONGKONG.

AT THE

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Final Showings To-day
At 2.30, 5.10, 7.15 & 9.20

When GRETA GARBO talks--
The WHOLE WORLD listens!



Greta
GARBO

with
CHARLES BICKFORD
GEORGE F. MARION
MARIE DRESSLER

in
Anna
Christie

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A New
Triumph!

CAUGHT in the throbbing current of life and love on the East River waterfront... a magnificent, appealing figure, a new triumph for the glamorous Greta Garbo... made by Clarence Brown from Eugene O'Neill's great play.



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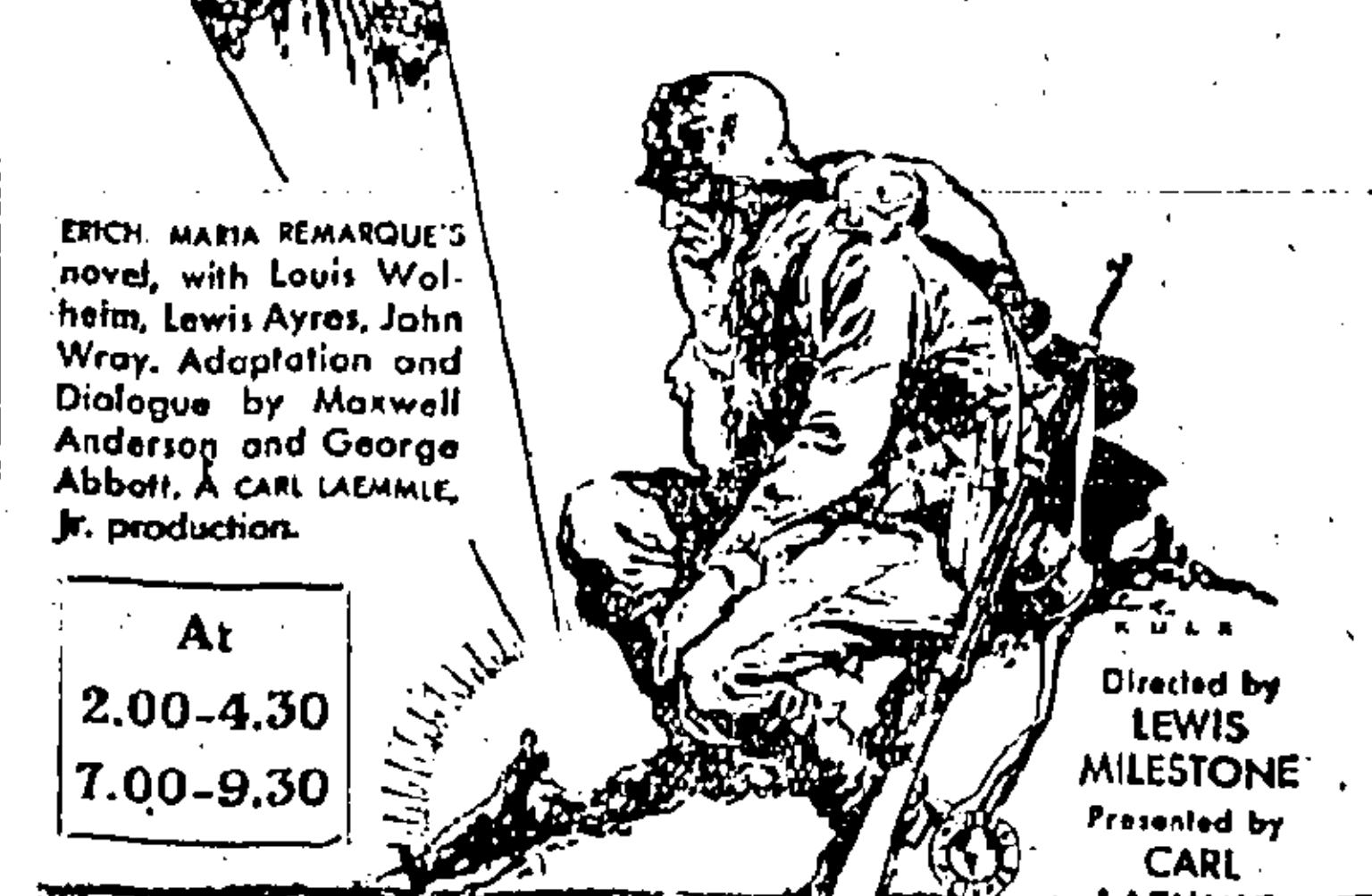
MUSICAL

"YVETTE RUGAL"

TO-MORROW

The Story That Will Never Die

Is now the picture that will live forever... telling in towering passages of sheer drama and crackling dialog the world's greatest story of Youth's blind struggle for happiness... showing the HUMAN side of war as seen through the eyes of Youth... smashing home to you its dramatic message of hopelessness—and hope!



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WESTERN FRONT

NOT QUITE DECENT

WITH
JUNE COLLYER-LOUISE DRESSER
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AT THE
WORLD

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20
(Interpreter at all Performances)



AT THE
STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20